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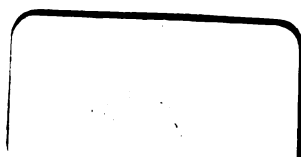
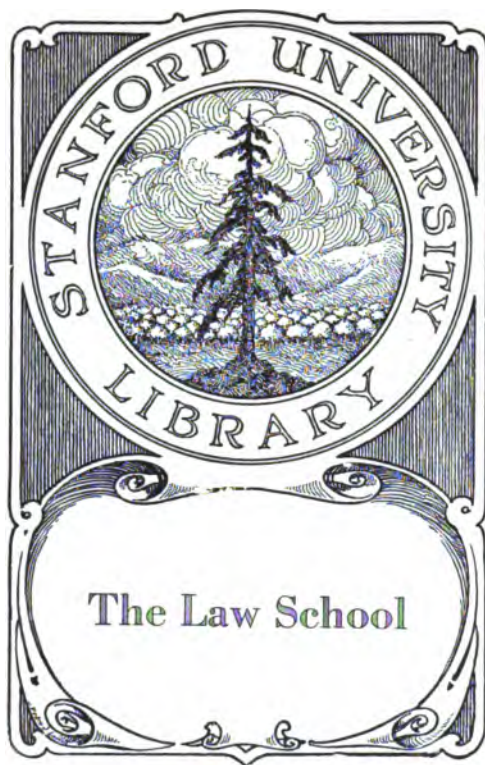
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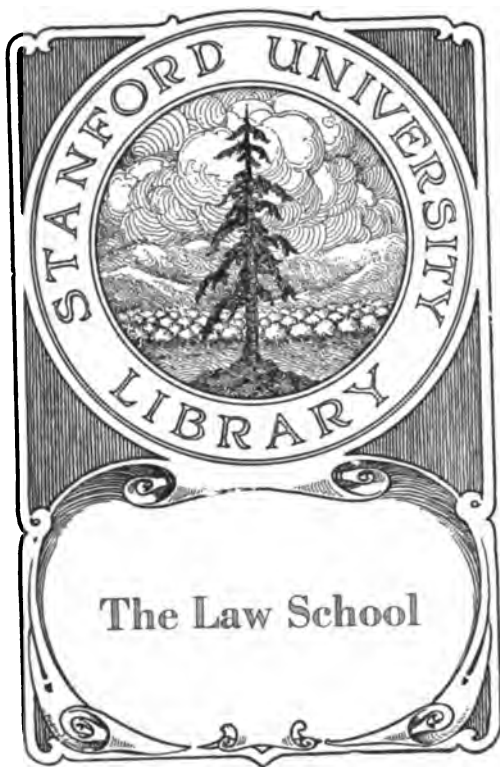
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TENTH ANNUAL REPORT
OF THE
BOARD OF RAILROAD COMMISSIONERS
OF THE
STATE OF CALIFORNIA.

1889.



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TENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF CALIFORNIA,

FOR THE

YEAR ENDING DECEMBER 31, 1889.



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A. ABBOTT, First District.....Sacramento.
P. J. WHITE, Second District.....San Francisco.
JAMES W. REA, Third District.....San José.

OFFICERS.

VARNEY W. GASKILL.....Secretary.
C. H. ELDRED.....Bailiff.
J. F. GAWTHORNE.....Stenographer.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS.

Rooms 119 and 121, Phelan Building.....San Francisco.

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PART I.

REPORT.

BOARD OF RAILROAD COMMISSIONERS, STATE OF CALIFORNIA, }
OFFICE, PHELAN BUILDING, SAN FRANCISCO, December 31, 1889. }

To his Excellency R. W. WATERMAN, Governor of the State of California:

SIR: In compliance with the requirements of the Constitution of the State, this Commission has the honor to present to you herewith, its tenth (10) annual report, for the year 1889.

The constitutional provision establishing this Board, and conferring upon it its jurisdiction; and the statute to organize and define its powers; and the rules of procedure adopted and now in force for its government, are as follows:

[From the Constitution of the State of California.]

ARTICLE XII.

CORPORATIONS.

SECTION 17. All railroad, canal, and other transportation companies are declared to be common carriers, and subject to legislative control. Any association or corporation organized for the purpose, under the laws of this State, shall have the right to connect at the State line with railroads of other States. Every railroad company shall have the right with its road to intersect, connect with, or cross any other railroad, and shall receive and transport each the other's passengers, tonnage, and cars, without delay or discrimination.

SEC. 18. No President, Director, officer, agent, or employé of any railroad or canal company shall be interested, directly or indirectly, in the furnishing of material or supplies to such company, nor in the business of transportation as a common carrier of freight or passengers over the works owned, leased, controlled, or worked by such company, except such interest in the business of transportation as lawfully flows from the ownership of stock therein.

SEC. 19. No railroad or other transportation company shall grant free passes, or passes or tickets at a discount, to any person holding any office of honor, trust, or profit in this State; and the acceptance of any such pass or ticket, by a member of the Legislature, or any public officer, other than Railroad Commissioner, shall work a forfeiture of his office.

SEC. 20. No railroad company, or other common carrier, shall combine or make any contract with the owners of any vessel that leaves port or makes port in this State, or with any common carrier, by which combination or contract the earnings of one doing the carrying are to be shared by the other not doing the carrying. And whenever a railroad corporation shall, for the purpose of competing with any other common carrier, lower its rates for transportation of passengers or freight from one point to another, such reduced rates shall not be again raised or increased from such standard without the consent of the governmental authority in which shall be vested the power to regulate fares and freight.

SEC. 21. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in the facilities for the transportation of the same classes of freight or passengers within this State, or coming from or going to any other State. Persons and property transported over any railroad, or by any other transportation company or individual, shall be delivered at any station, landing, or port, at charges not exceeding the charges for the transportation of persons and property of the same class, in the same direction, to any more distant station, port, or landing. Excursion and commutation tickets may be issued at special rates.

SEC. 22. The State shall be divided into three districts as nearly equal in population as practicable, in each of which one Railroad Commissioner shall be elected by the qualified electors thereof at the regular gubernatorial elections, whose salary shall be fixed by law and whose term of office shall be four years, commencing on the first Monday after the first day of January next succeeding their election. Said Commissioners shall be quali-

fied electors of this State and of the district from which they are elected, and shall not be interested in any railroad corporation, or other transportation company, as stockholder, creditor, agent, attorney, or employé; and the act of a majority of said Commissioners shall be deemed the act of said Commission. Said Commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroad and other transportation companies, to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts. Said Commissioners shall prescribe a uniform system of accounts to be kept by all such corporations and companies. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates as shall be established by such Commissioners, or shall charge rates in excess thereof, or shall fail to keep their accounts in accordance with the system prescribed by the Commission, shall be fined not exceeding twenty thousand dollars for each offense; and every officer, agent, or employé of any such corporation or company, who shall demand or receive rates in excess thereof, or who shall in any manner violate the provisions of this section, shall be fined not exceeding five thousand dollars, or be imprisoned in the county jail not exceeding one year. In all controversies, civil or criminal, the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable, and in any action against such corporation or company for damages sustained by charging excessive rates, the plaintiff, in addition to the actual damage, may, in the discretion of the Judge or jury, recover exemplary damages. Said Commission shall report to the Governor, annually, their proceedings, and such other facts as may be deemed important. Nothing in this section shall prevent individuals from maintaining actions against any of such companies. The Legislature may, in addition to any penalties herein prescribed, enforce this article by forfeiture of charter or otherwise, and may confer such further powers on the Commissioners as shall be necessary to enable them to perform the duties enjoined on them in this and the foregoing section. The Legislature shall have power, by a two-thirds vote of all the members elected to each house, to remove any one or more of said Commissioners from office, for dereliction of duty, or corruption, or incompetency; and whenever, from any cause, a vacancy in office shall occur in said Commission, the Governor shall fill the same by the appointment of a qualified person, thereto, who shall hold office for the residue of the unexpired term, and until his successor shall have been elected and qualified.

CHAPTER LIX.

An Act to organize and define the powers of the Board of Railroad Commissioners.

[Approved April 15, 1880.]

The People of the State of California, represented in Senate and Assembly, do enact as follows:

SECTION 1. The three persons elected Railroad Commissioners, pursuant to the provisions of section twenty-two of article twelve of the Constitution of this State, constitute, and shall be known and designated as the "Board of Railroad Commissioners of the State of California." They shall have power to elect one of their number President of said Board, to appoint a Secretary, to appoint a Bailiff, who shall perform the duties of Janitor; also to employ a Stenographer, whenever they may deem it expedient.

SEC. 2. The salary of each Commissioner shall be four thousand dollars per annum; the salary of the Secretary shall be twenty-four hundred dollars per annum; the salary of the Bailiff shall be twelve hundred dollars per annum, such salaries to be paid by the State of California in the same manner as the salaries of State officers are paid. The Stenographer shall receive a reasonable compensation for his services, the amount to be fixed by the State Board of Examiners, and paid by the State. Said Commissioners and the persons in their official employment, when traveling in the performance of their official duties, shall have their traveling expenses other than transportation paid, the amounts to be passed on by the State Board of Examiners, and paid by the State. Said Board of Railroad Commissioners shall be allowed one hundred dollars per month for office rent, and fifty dollars per month for fuel, lights, postage, expressage, subscriptions to publications upon the subject of transportation, and other incidental expenses, to be paid by the State; provided, all moneys remaining unexpended at the expiration of each fiscal year shall be returned to the State Treasury. Said Board is further authorized to expend not to exceed four hundred dollars for office furniture and fixtures, to be paid by the State. The State shall furnish said Board with all necessary stationery and printing, upon requisitions signed by the President of said Board.

SEC. 3. Said Commissioners, and the persons in their official employment, shall, when in the performance of their official duties, have the right to pass free of charge, on all railroads, steamers, ships, vessels, and boats, and on all vehicles employed in or by any railroad

or other transportation company engaged in the transportation of freight and passengers within this State.

SEC. 4. It shall be the duty of the Attorney-General, and the District Attorney in every county, on request of said Board, to institute and prosecute, and to appear and to defend, for said Board, in any and all suits and proceedings which they or either of them shall be requested by said Board to institute and prosecute, and to appear in all suits and proceedings to which the Board is a party, shall have precedence over all other business except criminal business; *provided*, that said Board shall have the power to employ additional counsel to assist said Attorney-General, or said District Attorney, or otherwise, when, in their judgment, the exigencies of the case may so require. The fees and expenses of said additional counsel to be determined by the State Board of Examiners, and paid by the State.

SEC. 5. The office of said Board shall be in the City of San Francisco. Said office shall always be open (legal holidays and non-judicial days excepted). The Board shall hold its sessions at least once a month in said City of San Francisco and at such other times and such other places within this State as may be expedient. The sessions of said Board shall be public, and when held at a place other than the office in the City of San Francisco, notice thereof shall be published once a week for two successive weeks before the commencement of such session, in a newspaper published in the county where such session is to be held; and if no newspaper is published in such county, then in a newspaper published in an adjacent county. Such publication to be paid by the State in the manner as other publications authorized by law are paid.

SEC. 6. The Board shall have a seal, to be devised by its members, or a majority thereof. Such seal shall have the following inscription surrounding it: "Railroad Commission, State of California." The seal shall be affixed only to, first, writs; second, authentications of a copy of a record or other proceeding, or copy of a document on file in the office of said Commission.

SEC. 7. The process issued by said Board shall extend to all parts of the State. The Board shall have power to issue writs of summons and of subpoena in like manner as Courts of record. The summons shall direct the defendant to appear and answer within fifteen days from the day of service. The necessary process issued by the Board may be served in any county in this State by the Bailiff of the Board, or by any person authorized to serve process of Courts of record.

SEC. 8. The Secretary of said Board shall issue all process and notices required to be issued, and do and perform such other duties as the Board may prescribe. The Bailiff shall preserve order during the sessions of said Board, and shall have authority to make arrests for disturbances. He shall also have authority, and it shall be his duty, to serve all process, orders, and notices issued by said Board when directed by the President, and make return of the same.

SEC. 9. All complaints before said Board shall be in writing and under oath. All decisions of said Board shall be given in writing, and the grounds of the decision shall be stated. A record of the proceedings of said Board shall be kept, and the evidence of persons appearing before said Board shall be preserved.

SEC. 10. Whenever the Board shall render any decision within the purview and pursuant to the authority vested in said Board by section twenty-two of article twelve of the Constitution, said Board, or the person, copartnership, company, or corporation making the complaint upon which such decision was rendered, is authorized to sue upon such decision in any Court of competent jurisdiction in this State.

SEC. 11. Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for the transportation of passengers and freight, pursuant to the provisions of the Constitution, said Board shall serve a printed schedule of such rates, and of any changes that may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause copies of the same to be posted in all its offices, station houses, warehouses, and landing offices affected by such rates, or changes of rates, in such manner as to be accessible to public inspection during usual business hours. Said Board shall also make such further publication thereof as they shall deem proper and necessary for the public good. If the party to be served, as hereinbefore provided, be a corporation, such service may be made upon the President, Vice-President, Secretary, or Managing Agent thereof, and if a copartnership, upon any partner thereof. The rates of charges established or adopted by said Board, pursuant to the Constitution and this Act, shall go into force and effect on the twentieth day after service of said schedule of rates, or changes in rates, upon the person, copartnership, company, or corporation affected thereby, as hereinbefore provided.

SEC. 12. When jurisdiction is, by the Constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect are also conferred on said Board, and when in the exercise of jurisdiction within the purview of the authority conferred on said Board by the Constitution, the course of proceedings be not specifically pointed out, any suitable process or mode of proceedings may be adopted by the Board which may appear most conformable to the spirit of the Constitution.

SEC. 13. The said Board shall, immediately after entering upon the performance of its duties, demand and receive from the Transportation Commissioner, appointed under an Act approved April first, eighteen hundred and seventy-eight, section nine, chapter one, all public property belonging to the office of said Transportation Commissioner, in his possession, or under his control, and it is hereby made his duty to deliver the same to the said Board.

SEC. 14. The term "transportation companies" shall be deemed to mean and include:

First—All companies owning and operating railroads (other than street railroads) within this State.

Second—All companies owning and operating steamships engaged in the transportation of freight or passengers from and to ports within this State.

Third—All companies owning and operating steamboats used in transporting freight or passengers upon the rivers or inland waters of this State.

The word "company," as used in this Act, shall be deemed to mean and include corporations, associations, partnerships, trustees, agents, assignees, and individuals. Whenever any railroad company owns and operates, in connection with its road and for the purpose of transporting its cars, freight, or passengers, any steamer or other watercraft, such steamer or other watercraft shall be deemed a part of its said road. Whenever any steamship or steamboat company owns and operates any barge, canal boat, steamer, tug, ferryboat, or lighter, in connection with its ships or boats, the things so owned and operated shall be deemed to be part of its main line.

SEC. 15. The salaries of the Commissioners, Secretary, Bailiff, and all other officers and attachés in any manner employed by the Board of Commissioners, and all expenses of every kind created under this Act, shall be paid out of any money in the General Fund not otherwise appropriated, and the Controller of State is hereby authorized and directed to draw his warrants from time to time for such purposes, and the State Treasurer is hereby authorized and directed to pay the same.

SEC. 16. This Act shall take effect immediately.

RULES OF PROCEDURE OF THE BOARD.

RULE I.—To regulate, establish, or change the rates of charges and schedules of fares or freights of any transportation company in this State, said Commissioners will proceed upon their own motion, or upon the complaint of any person or persons demanding relief, and having an interest therein.

RULE II.—In any case of alleged extortion, discrimination, or other abuse, by any transportation company in this State, subject to the cognizance and control of said Commissioners, they will proceed, upon the complaint of the person or persons injured thereby, to hear and determine the cause of such complaint, and will exercise the remedial and judicial powers conferred by the Constitution, as required thereby, to wit: "In the same manner and to the same extent as Courts of record, and to enforce their decisions and correct abuses through the medium of the Courts."

RULE III.—Such complaint as aforesaid, when presented at the office of said Commissioners, shall be filed by the Secretary, who shall, at the request of the complainant, issue a summons thereon.

RULE IV.—The summons must be directed to the defendant, must be signed by the Secretary, and attested by the seal of the Commissioners, and must contain:

1. The names of the parties to the proceeding.
2. A statement of the nature of the complaint.
3. A direction that the defendant appear and answer it within fifteen days after service hereof.

RULE V.—The summons may be served by the Bailiff of the Commissioners, or by any citizen of the State, and shall be served by delivering a copy thereof, together with a copy of the complaint, to the defendant, or if the defendant is a corporation, to the President, Secretary, Treasurer, or Managing Agent thereof. Proof of service of summons and complaint must be as follows:

1. If made by the Bailiff, his certificate thereof.
2. If by any other person, his affidavit thereof.

RULE VI.—From the time of the service of the summons and the copy of complaint, the Commissioners shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant is equivalent to personal service.

RULE VII.—The complaint must contain:

1. The names of the parties to the proceeding.
2. A statement of the cause of complaint, in ordinary and concise language, giving such particulars of time, place, and circumstances as may enable the defendant to answer the same intelligently.
3. A demand of the relief claimed.

RULE VIII.—The defendant may, within the time required in the summons to answer, object to the complaint upon the following grounds:

1. That it does not state facts sufficient to authorize the proceedings.
2. That it does not conform to the requirements of Section 9, Chapter 59, Statutes of 1880.

RULE IX.—If the objection be sustained, the complainant may amend his complaint. If the objection be overruled, the defendant may answer the complaint.

RULE X.—The answer of the defendant may contain:

1. A general or specific denial of the allegations of the complaint controverted by him.
2. A statement of any new matter of defense in mitigation or explanation of the charges made in the complaint.

RULE XI.—The complainant may, upon service of the answer, object to the same as insufficient, and if the objection is sustained the defendant may amend his answer.

RULE XII.—The complaint, answer, and demurrer must be subscribed by the party, his authorized agent, or attorney. The complaint and answer must be verified as required by the Code of Civil Procedure in civil cases.

RULE XIII.—Upon the appearance, answer, or default of defendant, the Commissioners shall promptly hear and determine the cause of complaint, and upon the law and the facts shall render and file in their office a decision in writing, signed by the Commissioners concurring therein. Within ten days thereafter, upon a petition by either party based upon the record in the case, such decision may be modified or changed by order of the Commissioners, setting forth the reasons therefor.

RULE XIV.—The Secretary of the Commissioners must keep a calendar of cases pending before them, in their chronological order; and in a suitable book, properly indexed, shall enter all orders and decisions of the Board.

RULE XV.—The provisions of Part IV of the Code of Civil Procedure, relating to the general principles, kinds and degrees, production and effect of evidence, and of the rights and duties of witnesses, shall be applicable to proceedings before these Commissioners.

RULE XVI.—These rules may be amended at any regular meeting of the Commissioners, and amendments so made shall go into effect in ten days thereafter.

RULE XVII.—These rules shall be in force from and after the first day of March, 1883.

ADDITIONAL RULES OF PROCEDURE.

WHEREAS, By Section 11, Chapter 59, of the Statutes of 1880, entitled "An Act to organize and define the powers of the Board of Railroad Commissioners," it is provided that "Whenever said Board, in the discharge of its duties, shall establish or adopt rates of charges for transportation of passengers or freight, pursuant to the provisions of the Constitution, said Board shall serve a *printed schedule* of such rates, and of any changes that

may be made in such rates, upon the person, copartnership, company, or corporation affected thereby; and upon such service it shall be the duty of such person, copartnership, company, or corporation to immediately cause *copies of the same* to be posted in all of its offices, station houses, warehouses, and landing offices affected by such rates, in such manner as to be accessible to public inspection during usual business hours." And whereas, it is further provided in said section and Act that "the rates of charges established or adopted by said Board pursuant to the Constitution and this Act shall go into force and effect the twentieth day after service of said schedule of rates or changes of rates upon the person, copartnership, company, or corporation affected thereby, as herein provided." And whereas, unless waived by the party to be affected thereby, as aforesaid, the mode and time prescribed exclude all others. And whereas, it is optional with such party to waive said time, and also service of printed copy of said schedule. And whereas, it is competent and proper for this Commission, when it shall "*establish or adopt*" rates of charges as aforesaid, to consult the convenience and preference of such party as to the form and clerical preparation of the schedule it is required to copy and post for inspection and use as aforesaid.

Now, therefore, it is hereby ordered, That in pursuance of said section of said Act, this Commission can and will establish or adopt rates of charges for the transportation of passengers and freight only by schedule; and that in the preparation thereof, in the usual form for convenient use as aforesaid, the Secretary of the Commission is hereby authorized and directed to avail himself of such form or draft of such schedule as may be most conveniently copied and used by the party to be most affected thereby.

And it is further ordered, That upon the completion of any schedule of rates of charges, so drafted and prepared as aforesaid, the same shall be submitted to the Commission, and it shall be "established and adopted," as aforesaid. A certified copy of the order adopting the same shall be served by said Secretary upon the party to be affected thereby; and in case such party shall prefer for its own convenience, and to simplify the duties of all concerned, to make its own copies of all such schedules, and shall consent to put the same in operation within twenty days from and after the service of said order, and in accordance therewith, it may do so without further preliminary process or proceeding to enforce the same; *provided*, that said party, or its general manager, shall, within three days from and after the service of said order, acknowledge the service of said schedule by printed copy, expressly waiving all other service or notice thereof, in writing, addressed to said Commission, and to be filed and remain of record in its office.

And it is further ordered, That if such acknowledgment and waiver, as aforesaid, shall not be filed in said office within three days from and after the service of such order as aforesaid, then, and in that case, said Secretary shall immediately proceed to print such schedule and order, and to serve printed copies thereof on the parties to be affected thereby, and shall keep a record of his action in the minutes of said Commission.

CORPORATIONS.

Returns have been received by this Commission for the year 1888 from twenty-four corporations doing business in this State. Twenty-three of these corporations were organized under the laws of this State, and one, the Southern Pacific Company, was organized under the laws of the State of Kentucky. Of the whole number reporting, fifteen are broad or standard gauge (four feet eight and one half inches), and nine are narrow gauge (three feet). In this report seven corporations appear that have not hitherto reported to the Commission, notwithstanding the fact that they have been subject to the jurisdiction of the Commission.

The names of the corporations reporting, history, description, and present condition of the same, are as follows:

SOUTHERN PACIFIC COMPANY.

The Southern Pacific Company is organized under the laws of the State of Kentucky. It operates, under lease, railroad lines in California, Nevada, Utah, Oregon, Arizona, New Mexico, and Louisiana, and steamship lines running from New Orleans to New York, Havana, Vera Cruz, Nicaragua, etc. It also has a proprietary interest in railroad lines located in Texas. These lines include the Southern Pacific transcontinental line known as the "Sunset Route." The lines east of El Paso are known as the Atlantic System, and those west of that place are known as the Pacific System.

The railroad lines operated in California, and included in the Pacific System of the Southern Pacific Company, are the following:

Leased:

Central Pacific Railroad and branches.

California Pacific Railroad.

Northern California Railway.

Leased and owned through ownership of capital stock:

Northern Railway.

Southern Pacific Railroad of California—

Coast Division, Southern Division.

South Pacific Coast Railway (narrow gauge).

In connection with the railroad lines in California there are also operated ferry and transfer steamers on the Bay of San Francisco and tributaries; also river steamers on the Sacramento and Feather Rivers.

A summary of the lines operated by the Southern Pacific Company in California, November 15, 1889, is shown below:

	Miles.
Central Pacific Railroad.....	756.91
California Pacific Railroad.....	115.44
Northern California Railway.....	25.90
Northern Railway.....	390.48
Southern Pacific Railroad.....	1,283.41
South Pacific Coast Railway.....	104.00
Total	2,676.14

The following is a brief history of each of these lines:

CENTRAL PACIFIC RAILROAD.

The Central Pacific Railroad Company of California was chartered June 28, 1861, to build a railroad from Sacramento to the State line of Nevada. In 1862, Congress passed an Act to aid in the construction of a Pacific railroad, and authorized the Central Pacific Railroad to construct its road to the westerly line of the State of California, and there meet the Union Pacific Railroad, thus forming a through overland road. Subsequently the limitation to build to the westerly line of the State of California was removed, and the Central Pacific was authorized to build eastward from California to a connection with the Union Pacific Railroad. In 1863 the work of construction was commenced, and the through line was completed in May, 1869—seven years less time than had been allowed by the Acts of Congress. The obstacles encountered in the tunneling of mountains, bridging and filling of ravines, was accomplished at an enormous cost, and when the snow line was reached it became evident that the only means of protecting the road from the heavy snowfalls, and keep it open for traffic, would be the construction of substantial snowsheds and galleries, which were constructed for a distance of nearly forty miles. The road was completed to Newcastle on November 1, 1864; to Auburn, May 14, 1865; to Clipper Gap, June 19, 1865; to Colfax, September 11, 1865; to Dutch Flat, July 5, 1866; to Alta, July 11, 1866; to Cisco, December 3, 1866; to Truckee, April 3, 1868; to Reno, June 19, 1868; to Wadsworth, July 22, 1868; to Browns, August 21, 1868; to Oreana, September 20, 1868; to Winnemucca, October 1, 1868; to Argenta, November 19, 1868; to Elko, January 25, 1869; to Carlin, March 15, 1869; to Terrace, May 7, 1869; to Promontory, May 9, 1869, to a connection with the Union Pacific Railroad, thus completing the first overland railroad. Subsequently the road from Promontory to Ogden was acquired from the Union Pacific Railroad Company.

On June 23, 1870, the Western Pacific Railroad, organized to construct a line from San José to Sacramento and San Francisco, was consolidated with the Central Pacific Railroad of California, forming the Central Pacific Railroad Company. On August 22, 1870, the California and Oregon Railroad, operating a line from Roseville north toward Oregon; the San Francisco, Oakland, and Alameda Railroad, operating ferry steamers on the Bay of San Francisco, and local lines of railroad in Oakland and Alameda, and the San Joaquin Valley Railroad, organized to construct a line through the San Joaquin Valley, were consolidated with the Central Pacific Railroad, under the name of the Central Pacific Railroad Company.

Construction, which had ceased on the Oregon Division at Redding, was resumed in 1884 with the intention of pushing the line to a connection with the Oregon and California Railroad, thus forming a through rail connection between San Francisco, California, and Portland, Oregon. The Siskiyou Mountains required grades of 174.24 feet to the mile, and curvature with a radius of 409.51 feet to reach the summit of the Siskiyou Mountains. The whole road was solidly constructed, all culverts and openings being built of stone, and the river crossings are bridged with iron bridges—the Sacramento River being crossed eighteen times—and on October 5, 1887, the line was completed to the State line of California and Oregon. On December 17, 1887, the Oregon and California Railroad completed its road to the State line, making connection with the Central Pacific Railroad, thus uniting California and Oregon.

All the lines of this company are of standard gauge. The mileage, as operated, is as follows:

	California— Miles.	Nevada— Miles.	Utah— Miles.	Total— Miles.
San Francisco to Ogden	279.86	448.73	154.64	883.23
Niles to San José	17.54			17.54
Lathrop to Goshen	146.08			146.08
Roseville to California State line	296.50			296.50
Oakland local lines	4.84			4.84
Alameda local lines	12.09			12.09
Totals	756.91	448.73	154.64	1,360.28

There are also 7.72 miles of second track in California.

To reach San Francisco it is necessary to maintain a fleet of passenger ferry steamers and freight transfer steamers on the Bay of San Francisco, which make connection with all trains at the Oakland terminal depot, and make half-hourly trips during the day for the accommodation of suburban travel. The steamers employed in passenger traffic are the "Alameda," "Amador," "El Capitan," "Oakland," "Piedmont," and in freight traffic, the "Thoroughfare" and "Transit."

In connection with its railroad lines, there is operated on the Sacramento River a line of steamers plying between San Francisco and Sacramento. Employed in this traffic are the steamers "Apache" and "Modoc" and the barges "Ace of Spades" and "Yolo."

CALIFORNIA PACIFIC RAILROAD.

This road as it now exists was organized December 23, 1869, by consolidation and amalgamation of the then existing California Pacific Railroad Company and California Pacific Railroad Extension Company, which in turn had been consolidated; the former on January 6, 1865, with the San Francisco and Marysville Railroad and the Sacramento and San Francisco Railroad; the latter on April 5, 1869, with the Napa Valley Railroad. This road is wholly located in the State of California, is of standard gauge, and its mileage as follows:

	Miles.
Vallejo Junction to Vallejo (ferry)	2.00
Vallejo to Sacramento	60.39
Davis to Knight's Landing	18.57
Napa Junction to Calistoga	34.48
Total	115.44

In connection with its railroad the California Pacific operates a ferry line from Vallejo to Vallejo Junction, connecting there with the Northern Railway for San Francisco and other points on the lines operated by the Southern Pacific Company.

NORTHERN CALIFORNIA RAILWAY.

This company was organized September 3, 1888, and acquired by purchase the Northern California Railroad, which was organized September 6, 1884, and had acquired the California Northern Railroad on January 1, 1885. The California Northern Railroad was chartered June 29, 1860, and

in February, 1864, opened its road to Oroville. It went into the hands of a receiver, and was sold at Commissioner's sale January 22, 1881. It was operated under its old corporate title until absorbed by the Northern California Railroad. It is of standard gauge. The present mileage operated is from Marysville to Oroville, 25.90 miles. The company has completed during 1889 the construction of a line from Marysville to Knight's Landing, a distance of 27.70 miles, which, however, is not yet in operation; giving it a total of 53.60 miles, all in the State of California.

NORTHERN RAILWAY.

This road was organized July 19, 1871, and opened its line for traffic from Woodland, the junction point with the California Pacific Railroad, to Williams, July 1, 1876; from Williams to Willows, October 3, 1878; to Orland, July 31, 1882; to Tehama, the junction point with Central Pacific Railroad, September 27, 1882. From West Oakland to Shell Mound the road was opened August 16, 1876; to Martinez, January 9, 1878; to Suisun, December 28, 1879, joining there the California Pacific Railroad, and forming a short line from San Francisco to Sacramento, in connection with the ferry system of the Central Pacific Railroad. At Port Costa extensive wharves were built, and a ferry established to transfer freight and passenger trains across the Straits of Carquinez to Benicia. For that purpose the steamer "Solano" was constructed, which is one of the largest ferry steamers in the world, having a tonnage of three thousand five hundred and fifty tons. In 1888, the increase in traffic between West Oakland and Port Costa necessitated the construction of a second track, which was completed and put in operation November 1, 1888.

On May 15, 1888, the Northern Railway was consolidated with the Winters and Ukiah Railway, Woodland, Capay, and Clear Lake Railroad, West Side and Mendocino Railroad, Vaca Valley and Clear Lake Railroad, San Joaquin and Sierra Nevada Railroad (narrow gauge), Sacramento and Placerville Railroad, Shingle Springs and Placerville Railroad, Santa Rosa and Carquinez Railroad, Amador Branch Railroad, and Berkeley Branch Railroad, forming the Northern Railway Company. The lines of this road are wholly located in California, and the mileage at the present time is as follows:

	Miles.
West Oakland to near Martinez.....	31.03
Port Costa to Suisun.....	17.33
Woodland to Tehama.....	100.74
Galt to Ione.....	27.20
Oakland—Sixteenth Street to Delaware Street.....	4.15
Oakland—Sixteenth Street to Berrymans.....	5.38
Napa Junction to Santa Rosa.....	36.70
Willows to Fruto.....	17.10
Sacramento to Placerville.....	59.50
Elmira to Rumsey.....	51.05
Bracks to Valley Springs (narrow gauge).....	40.30
Total	390.48

There are also 28.28 miles of second track.

All of the above are standard gauge, with the exception of the line from Bracks to Valley Springs, which has a gauge of three feet.

SOUTHERN PACIFIC RAILROAD OF CALIFORNIA.

This road was incorporated December 2, 1865, and on October 12, 1870, consolidated with the San Francisco and San José Railroad, the Santa Clara and Pajaro Valley Railroad, and the California Southern Railroad. On August 19, 1873, the Southern Pacific Branch Railroad was consolidated with this road. On December 18, 1874, the Los Angeles and San Pedro Railroad was consolidated with the Southern Pacific Railroad. On May 14, 1888, the Southern Pacific Railroad, San José and Almaden Railroad, Pajaro and Santa Cruz Railroad, Monterey Railroad, Monterey Extension Railroad, Southern Pacific Branch Railway, San Pablo and Tulare Railroad, San Pablo and Tulare Extension Railroad, San Ramon Valley Railroad, Stockton and Copperopolis Railroad, Stockton and Tulare Railroad, San Joaquin Valley and Yosemite Railroad, Los Angeles and San Diego Railroad, Los Angeles and Independence Railroad, Long Beach, Whittier, and Los Angeles County Railroad, Long Beach Railroad, Southern Pacific Railroad Extension, and Ramona and San Bernardino Railroad, were consolidated under the name of the Southern Pacific Railroad Company.

Under the Acts of Congress of July 27, 1866, and March 3, 1871, this company was aided in the construction of its line by a land grant, covering the road from San José, via Goshen, to the Colorado River.

The Southern Pacific Railroad is divided into two divisions for operating purposes: The Coast Division, from San Francisco to Santa Margarita, with branches to Tres Pinos, Monterey, Santa Cruz, and Almaden; the Southern Division, from Goshen to Yuma, together with the various branches. The Coast Division was completed to Soledad and Tres Pinos August 12, 1873. In 1886, construction was resumed at Soledad, to extend the line down the coast to a connection with the Southern Division, the present terminus being Santa Margarita, to which point the road was completed for operation January 31, 1889.

The Southern Division commences at Goshen, where it forms a junction with the Central Pacific Railroad. Construction on this division was commenced in 1872, reaching Caliente April 26, 1875; from Caliente through the Tehachapi Pass a great many difficulties were encountered, on account of the rugged nature of the country. Seventeen tunnels had to be constructed in a distance of twenty-five miles, and it is here the celebrated loop is located. In the meantime construction was carried on from Los Angeles, south toward the Colorado River, and work was being pushed at the San Fernando tunnel, which was constructed at an enormous cost, being 6,966.5 feet in length, and it was found necessary to timber the whole of it. On September 6, 1876, connection was made at the San Fernando tunnel between the lines constructed from San Francisco south and from Los Angeles north, completing the all rail line between the two points. The construction of the line was rapidly carried on across the Colorado desert, where it passes two hundred and sixty-six feet below the sea level. The Colorado River was reached May 23, 1877, and the road opened for traffic. At the Colorado River connection is made with the Southern Pacific Railroad of Arizona, thus forming the Southern Pacific transcontinental line, popularly known as the "Sunset Route."

In 1882 construction was commenced on a line from Mojave to The Needles, at the Colorado River, and it was opened for traffic on August 9, 1883, making connection at The Needles with the line of the Atlantic and Pacific Railroad Company. On August 20, 1884, an agreement of sale for

this portion of the road from Mojave to The Needles was made with the Atlantic and Pacific Railroad Company, and that company is now operating it. All the lines located in the State of California are standard gauge, and the number of miles in operation at the present time are as follows:

	Miles.
<i>Coast Division.</i> —San Francisco to Tres Pinos.....	100.49
Carnadero to Santa Margarita.....	153.10
Castroville to Lake Majella.....	19.52
Hillsdale to Almaden.....	7.80
Pajaro to Santa Cruz.....	21.20
Aptos to Monte Vista.....	7.00
<i>Southern Division.</i> —Alcalde to Yuma.....	549.72
Florence to Santa Ana.....	27.60
Los Angeles to Santa Monica.....	16.83
Los Angeles to San Pedro.....	24.24
Saugus to Elwood.....	91.50
Berenda to Raymond.....	21.00
Near Martinez to Banos.....	104.61
Thenard to Long Beach.....	3.80
Studebaker to Whittier.....	5.90
Fresno to Porterville.....	69.30
Miraflores to Tustin.....	10.86
Stockton to Milton.....	30.00
Peters to Oakdale.....	19.00
Total	1,283.41

ATLANTIC AND PACIFIC RAILROAD.

The Atlantic and Pacific Railroad was built under a charter granted by the United States government in 1866 for an overland road from Springfield, Missouri, to the Pacific Ocean at San Francisco. The charter carried with it a land grant of all the odd numbered sections forty miles on each side of the line. Surveys were made in the following year or two covering the whole distance, passing southwesterly through the State of Missouri, Indian Territory, Panhandle of Texas, Territories of New Mexico and Arizona, and State of California, to San Francisco. The line touched Vinita, Indian Territory, Albuquerque, New Mexico, Needles, on the Colorado River; thence to the Pacific Ocean. That portion of the line from Springfield to Vinita was built in 1871-72, and that portion from Albuquerque to the Colorado River in 1879-83, and from Mojave, in California, to The Needles in 1882-83; the line from Albuquerque to Mojave being known as the Atlantic and Pacific Railroad (Western Division). This portion of the line was built by money furnished by the New York and Boston capitalists, the former being those interested in the road from St. Louis to Vinita, and the latter representing mainly the Atchison, Topeka, and Sante Fe Railroad Company, the stock being held and funds furnished jointly by these interests. Since its completion in 1883 the road has been operated by these interests jointly, the division in California being purchased from the Southern Pacific Railroad Company in the year 1884.

While this road was unusually expensive to construct, and in consequence of the great amount of grade expensive to operate, it has the further drawback of being built through a country, a small portion of which was very sparsely populated, the balance being a desert. The land grant, while large in acreage, was found to be of little immediate value, and much of it will never pay the expense of survey.

Because of the above, the maintenance and operation of the road could

not be financially successful; consequently it has been necessary for the Atlantic and Pacific (Eastern Division), now known as the St. Louis and San Francisco Company, and the Atchison, Topeka, and Santa Fe Railroad Company, to sustain the property jointly, drawing heavily on both to meet the annual deficit.

The line was originally constructed in first class manner, with good road-bed carefully laid, and track laid mostly with fifty-six-pound steel rails, and it has been kept fully up to the standard of western railroads.

Several large iron bridges were built on the line during its construction, and at the most important point, viz.: the crossing of the Colorado River, near Needles, a bridge is now being built at a cost of nearly half a million dollars. This had to be done to take the road out of the valley and overflowed lands along the river, where it was subject to continual attack from the river, and its maintenance was difficult and expensive. The line has almost fourteen hundred wooden bridges; and as an illustration of the fact that they have been fully and carefully maintained, it is stated that there has not been a case known since the road has been in operation where a bridge gave way under a train. The only danger to these bridges is from fire, where ignition occurs so easily from the extreme dryness of the timber. This is met by the use of fire-proof paint, to some extent, and a strict surveillance by track-walkers, day and night. The property is now in good condition, with ample equipment for its present business, and the local traffic is gradually growing, so that the hope of a better outlook is a reasonable one.

The line commencing at Albuquerque passes over twelve miles of the track of the Atchison, Topeka, and Santa Fe Railroad Company, operated under a lease; thence, by its own road, over the divide of the Rio Puerco; thence up the valley of the Rio San José to its head at the Continental Divide, which it crosses at an elevation of seven thousand two hundred and forty-eight feet above sea level; thence down the valley of the Rio Puerco of the west to its juncture with the Rio Colorado Chiquito, crossing the latter near Winslow at an elevation of about four thousand seven hundred feet above the sea. It ascends the inclined plain, rising to the base of the San Francisco Mountains near Flagstaff, where it attains an elevation at the Arizona Divide of seven thousand two hundred and fifty-five feet above the sea level. Thence it passes down the west slope of the San Francisco Mountains through Johnson's Cañon, reaching the plateau at the head of the Rio Verde at an elevation of about five thousand two hundred feet above the sea. It is on the west slope of these mountains that the heaviest grade is encountered: *i. e.*, one hundred and thirty-eight feet per mile.

At a point near the east line of Mojave County the road commences the descent westward to the Colorado River, reaching an elevation at the Colorado River of a little over five hundred feet.

From Needles to Mojave the line passes over what is essentially a desert, attaining a higher elevation than two thousand four hundred feet above sea level, until reaching Mojave, at an elevation of three thousand feet.

Fuel in unlimited quantity exists on the line. A light lignite coal, very good for locomotive use, is to be had at Gallup Station, New Mexico, where four or five coal mines are in operation. Wood is found in abundance about the San Francisco Mountains.

Timber (pine and spruce) is found in great profusion at the latter point, where are situated large mills for cutting the same.

Stone of great variety, some of it the finest building stone in the country or world, is found in vast deposits.

The item of water for locomotive purposes is one of the most troublesome and expensive matters with which the road is obliged to contend, and which adds largely to the cost of operation. There are stretches of from forty to ninety miles where water does not exist, and where it has to be distributed by train, entailing large expense. The water supply for some points has been secured at immense cost, nearly \$100,000 having been expended in one case and to supply one station. When it is considered that water stations are needed at a mean distance not to exceed fifteen miles, in consequence of much high grade, it will be seen how serious this expense is.

POINTS OF INTEREST.

The Pueblo villages of New Mexico, and the Pueblo Indians (Lagunas and Acomas); next, the Navajos, a nomadic tribe, and the Supais, Moquis, and Mojaves, of Arizona, are among the matters of interest, the latter, particularly, being good railroad laborers on the desert.

The whole country is mountainous and volcanic, and very interesting geologically. Seventy-five miles west of Albuquerque the line skirts a river of lava in the position that it ceased to flow—one of the best exemplifications of a lava flow in this country. Near Amboy and Lavic, on the California Division, are two recent cones within sight of the track.

At Barstow the line crosses the Mojave River, which at that point sinks in the sand, and is lost.

At Peach Springs the road approaches within eighteen miles of the Grand Cañon of the Colorado, a sight, perhaps, as stupendous and awe inspiring as is to be seen on the continent.

On the plain east of the San Francisco Mountains the line crosses Cañon Diablo—a great crack in the limestone rock extending many miles each way—on a trestle bridge of iron, two hundred and thirty feet above the bottom of the cañon.

The Needles Mountains, from which Needles Station takes its name, are a succession of sharp peaks, presenting to the eye a most remarkable appearance. The Colorado River passes through this range in a very narrow cañon.

The line in Arizona and California passes in sight of many mountain ranges, in which there are numerous leads of the precious metals; but, on account of the meager supply of water, these are developed but slowly.

CALIFORNIA SOUTHERN RAILROAD—CALIFORNIA CENTRAL RAILWAY—(Santa Fe Route).

The California Southern was chartered January 10, 1882, and was completed from National City, on San Diego Bay, via Temecula Cañon, to Colton and San Bernardino in September, 1883, and extended through the Cajon Pass to Barstow, a junction of the Atlantic and Pacific Railroad, in November, 1885, making a total main line mileage of 210.61 miles. In September, 1885, the line of the Southern Pacific, from Colton to Los Angeles, a distance of 58 miles, was leased with equal rights and privileges, and used until the completion of the California Central's line between San Bernardino and Los Angeles, in June, 1887. The mountainous region through which the California Southern line passes, both north and south of San Bernardino, testify to great difficulty and expensiveness, both of construction and operation.

In June, 1887, the California Central Railway completed its line from

Los Angeles to San Bernardino, a distance of 62.84 miles, part of the same being the old Los Angeles and San Gabriel Valley Railroad, acquired by purchase; and in August, 1888, the California Central completed its Coast Division south from Los Angeles to a junction with the California Southern Railroad near Oceanside, a distance of 80.90 miles. These two divisions comprise the main line of the California Central, forming, in connection with the California Southern, a direct line between Southern California and the East by way of the Atlantic and Pacific, and Atchison, Topeka, and Santa Fe Railroads.

Other branches of the California Central were completed as follows:

From East Riverside to Orange, 42.88 miles, in September, 1887.

From Ballona Junction to Pt. Ballona, 15.05 miles, in September, 1887.

From Escondido Junction to Escondido, 21.23 miles, in December, 1887.

From San Bernardino to Mentone, 12.50 miles, in February, 1888.

From Perris to San Jacinto, 19.38 miles, in April, 1888.

From Inglewood to Redondo Beach, 10.81 miles, in April, 1888, making a total mileage of 265.59 for the California Central.

The country traversed by the California Central, with the exception of the San Jacinto and Escondido branches, which are located in mountain districts, differs widely from that through which the California Southern winds its course. Easier grades, and long stretches of straight track, mark the path of the former, whose lines, radiating from the beautiful City of Los Angeles, look out on charming suburbs, frequent towns and villages, and broad and fertile valleys devoted to grain, fruit, and stock raising.

The opening of the California Central's lines was attended by a large immigration to the entire region of Southern California, and changed places like Los Angeles, San Diego, Pasadena, and San Bernardino from small towns to flourishing cities, and peopled the districts lying between them and other favored localities with thrifty and industrious settlers.

Both roads are entirely laid with heavy steel rails and otherwise substantially constructed in all respects, and equipped with rolling stock to handle a large amount of business. Large and permanent shops and engine houses have been erected at San Bernardino, Los Angeles, and National City, and convenient and attractive stations ornament the lines from end to end. The terminal facilities at Barstow, Los Angeles, and National City are extensive and valuable, and in addition thereto these companies own two wharves in San Diego Bay—one at San Diego, the other at National City.

The development of Southern California in less than five years, from an unknown and isolated region to a position of renown and commercial importance, is but another illustration of the results which have followed the daring and aggressive policy of the Atchison, Topeka, and Santa Fe Railroad Company through the past decade. In the past year the expectations of increased business have not been realized, and as the reaction which follows a season of real estate speculation in a new country seldom subsides within several years, it is doubtful if a profitable showing can immediately be made by these roads. Still great things are hoped for in the near future from Southern California, and the management is leaving nothing undone to meet the necessities of the people and foster their interests.

SAN FRANCISCO AND NORTH PACIFIC RAILWAY.

	Miles.
Main line—Point Tiburon, California, to Ukiah, California.....	105.68
Branches—Donahue to junction with main line.....	5.83
Fulton to Guerneville.....	18.27
Ignacio to Glen Ellen.....	26.37
Sonoma Landing to Sears Point.....	2.57
Santa Rosa to Sebastopol.....	6.00
	59.04
Ferry, San Francisco to Tiburon.....	164.72
	6.00
Total	170.72

Sidings, etc., 15 miles. Gauge, 4 feet 8½ inches. Rail (steel, 46 miles), 56 pounds.

This company was formed in March, 1889, by the consolidation of the San Francisco and North Pacific Railroad Company, the Sonoma Valley Railroad Company, the Marin and Napa Railroad, built in 1888 from Ignacio to Sears Point, 7.5 miles, the Cloverdale and Ukiah Railroad, built in 1888 from Cloverdale to Hopland, 14.5 miles, and extended 14 miles to Ukiah early in 1889, and the San Francisco and San Rafael Railroad, formerly leased.

The consolidated company issued \$6,000,000 stock and \$4,000,000 first mortgage 5 per cent, thirty-year, \$1,000 bonds, due January 1, 1919, interest payable in New York City, or in Frankfort-on-the-Main, on the first of January and first of July. The mortgage further provides for an additional issue of \$500,000 on extensions, at the rate of not exceeding \$25,000 per mile of railroad in excess of 160 miles already constructed. The bonds are coupon, with privilege of registration. Provision is made for a sinking fund of \$25,000 per annum for purchase of the bonds in the market at not exceeding 110 and interest.

Rolling Stock.—Locomotive engines, 18. Cars—passenger, 38; baggage, mail, etc., 3; freight (box, 95, platform, 303), 398; total, 439. Also 2 cabooses and 44 other cars.

Earnings in 1888, \$727,169 61; operating expenses, \$481,030 14; net earnings, \$246,139 47.

The San Francisco and North Pacific Railroad Company (one of the consolidated companies), 108.5 miles, was incorporated June 29, 1877, and formed by the consolidation of the Sonoma and Marin Railroad, chartered November 13, 1874, and the Fulton and Guerneville, chartered May 23, 1877. Road opened from Donahue to Santa Rosa (23 miles), January 1, 1870; to Windsor (9 miles), March 1, 1871; to Grant's (4 miles), April 10, 1871; to Healdsburg (2 miles), July 1, 1871; and to Cloverdale (18 miles), April 15, 1872. The Guerneville branch was opened May 29, 1876, and the Petaluma branch June 2, 1879. Included in the main line was a section of 9 miles, Point Tiburon to San Rafael, leased.

The Sonoma Valley Railroad Company (also one of the consolidated companies), 21.43 miles, was incorporated July 24, 1878; road opened August 23, 1880. The Sonoma and Santa Rosa Railroad was opened August 15, 1882. The two companies were consolidated during 1885.

The branch from Santa Rosa to Sebastopol, 6 miles, is not at this writing (November 1, 1889) quite completed, but will be finished and put in operation at an early date.

Passengers and freight are transferred between San Francisco and Point Tiburon by the company's steamers "Tiburon" and "James M. Donahue," and the company now has another steamer under construction at Point Tiburon to be used in this service.

The San Francisco and North Pacific Railway is situated in the State of California, running through the important counties of Marin, Sonoma, and Mendocino, and traverses this rich and fertile country from San Francisco north to Ukiah, a distance of about 165 miles, including all branches now constructed.

The properties are all in good physical condition.

EEL RIVER AND EUREKA RAILROAD

Company was incorporated November 14, 1882, for the purpose of carrying freight (principally lumber), logs, and passengers; to be run from a point on the eastern line of Township 1 north, of Range 2 east, of Humboldt Meridian, to Eureka, Humboldt County, distant 40 miles; and was supplied with one passenger car for the purpose of carrying passengers. Although the bulk of the freight is still in carrying lumber, other traffic is gradually increasing, and the road is in first class condition.

SOUTH PACIFIC COAST RAILWAY.

This company was organized May 21, 1887, forming the South Pacific Coast Railway Company, by consolidation of the South Pacific Coast Railroad, Santa Cruz and Felton Railroad, Bay and Coast Railroad, Oakland Township Railroad, San Francisco and Colorado River Railroad, Felton and Pescadero Railroad, and Almaden Branch Railroad. The line extends from San Francisco to Santa Cruz, with several branches, and was opened for traffic from Santa Cruz to Felton, October 13, 1875; from Alameda Point to Los Gatos, June 1, 1878; to Alma, August 1, 1878; to Wrights, May 1, 1879; to Felton, May 15, 1880; from Alameda Point to Twelfth and Webster Streets, Oakland, May 30, 1881; to Fourteenth and Franklin Streets, Oakland, October 1, 1886; from Newark to Centerville, February 18, 1882; from Alameda Mole to Alameda Point, March 15, 1884; from Felton Junction to Boulder Creek, May 1, 1885; from Campbells to Almaden, June 15, 1886. The mileage as now operated is as follows:

	Miles.
San Francisco to Santa Cruz.....	80.60
Alameda Junction to Oakland (Fourteenth Street).....	1.80
Newark to Centerville.....	3.00
Campbells to New Almaden.....	9.60
Felton to Boulder Creek.....	7.30
Junction south of Big Trees to Old Felton.....	1.70
Total	104.00

There are also 8.96 miles of second track.

The above lines are entirely located in California, and are of three-foot gauge.

In connection with its railroad line to San Francisco, the South Pacific Coast Railway maintains a ferry system to carry passengers and freight from the terminal depot on the Alameda mole, across the Bay of San

Francisco. The steamers employed in this service are the "Bay City," "Encinal," "Garden City," and "Newark," which make connections with all trains, and make half hourly trips for the benefit of suburban travelers.

NORTH PACIFIC COAST RAILROAD.

	Miles.
Line—From San Francisco to Cazadero	86.75
San Anselmo to San Quentin	5.50
Total	92.25

The North Pacific Coast Railroad Company was incorporated under an Act of the Legislature of May 20, A. D. 1861, relative to railroads, on December 16, 1871.

The road was opened from—

San Francisco to Tomales	January 11, 1875.
Tomales to Howards	October 16, 1876.
Howards to Tyrone	April 2, 1877.
Tyrone to Duncans	May 15, 1877.
Duncans to Cazadero	April 11, 1886.

The road from San Rafael to San Quentin is operated under a lease of forty-three years from March 11, 1885, at an annual rental of \$1; and that from Duncans to Cazadero, under one of ten years, from April 1, 1886, at an annual rental of \$2,900, with the privilege of purchase of same for the sum of \$58,000 any time during the life of the lease.

The capital stock authorized is \$3,000,000, of which only \$2,500,000 has been issued.

The total cost of the road, from San Francisco to Duncans, is \$3,155,373 90.

During the past year several permanent improvements have been made, thereby enabling the company to rapidly and safely transport their increasing passengers and freight.

The road passes through some of the most picturesque scenery, for which this State is so famous, and can boast of having a greater number of summer resorts than any other road out of the City of San Francisco.

Two years ago the management decided to abandon "Sunday picnics" (and was followed the very next year by other railroads), and although at first it was feared that such sudden action might destroy the patronage of the pleasure seekers, it has proved exactly as they hoped, and to-day the records show a steady increase of travel.

PACIFIC COAST RAILWAY.

	Miles.
Line—Port Harford, California, to Los Olivos, California	76.1

Consolidation September 22, 1882, of the San Luis Obispo and Santa Maria Valley Railroad Company and the Pacific Coast Railway Company. Rolling stock and roadbed in good condition.

CARSON AND COLORADO RAILROAD.

	Miles.
Line—Mound House, Nevada, to Keeler (Owens Lake), Inyo County, California.	293
Branch—Junction to Candelaria, Nevada	6

Line in Nevada, 191 miles; in California, 108 miles. Follows, in the main, the open country of the eastern slope of the Sierra Nevadas, traversing a number of extensive and productive farming and grazing valleys, well watered by the Carson, Walker, and Owens Rivers, and their tributaries, all having source in the Sierras.

The mountain ranges on each side of the line embrace a number of well known mining districts, producing gold, silver, lead, and copper, while large deposits of salt, borax, and soda are found in the low valleys, or "alkali flats," as they are termed, adjacent to the line.

At Owens Lake extensive earth vats have been built, into which the alkaline water of the lake is pumped, thousands of tons of soda being made by precipitation. The waters of this lake contain decided curative powers, particularly for catarrh and cutaneous affections.

The line runs about seventy-five miles through Owens River Valley, which contains many fine farms and many thousands of acres of unappropriated government land, suitable for farming, fruit raising, and grazing. Apples, pears, peaches, plums, apricots, nectarines, figs, as well as grapes, flourish finely. No valley on the coast contains such a bountiful water supply, coming from the Owens River and the many creeks having their source in the Sierras, which here rise precipitously and reach their greatest height, Mount Whitney having an altitude of fifteen thousand and eighty-eight feet, being the highest summit in the United States. This summit can be reached by a good trail from the village of Lone Pine. A well known mountain traveler, who lately made the ascent of Mount Whitney, writes as follows: "The panorama from such a height was exceedingly expansive. We stood on the first born sun of light of the State and country, where at sunrise he can daily literally see the 'opening eyelids of the morn.' The look over the edge of the mountain was down the most profound gorge seen in the Sierras. That from Glacier Point, or over the clean-cut wall of the South Dome, Yosemite Valley, does not equal it." The "Whitney region," embracing Whitney and other creeks, and the head waters of Kern River, about 40 miles from Lone Pine, affords the finest fishing grounds for brook and river trout to be found in the entire Sierras.

The Carson and Colorado Railroad is maintained in A1 condition, the equipment being first class throughout, and consists of eight locomotives, nine passenger and express, and one hundred and eighty freight cars.

Without doubt the road will soon be extended southerly to a connection with the several trunk lines running into Southern California, when a marked increase of traffic, arising from the development of this new and heretofore almost unheard of section, can be expected.

ARCATA AND MAD RIVER RAILROAD.

First railroad in Humboldt County, California. Incorporated in this State, December 15, 1854; called Union Plank Walk Rail Track Company. Building the track from Arcata to the flats in Humboldt Bay, to the ship

channel, two miles long, for carrying passengers and merchandise. This track was made of wooden rails; gauge, forty-five inches, with a four-wheeled car, drawn by one-horse power. In the year 1875 the railroad was extended from Arcata northeast three quarters of a mile to Jolly Giant, for the purpose of hauling lumber from the mill to the wharf. In the year 1876 the railroad was extended northwest to the "Dolly Varden Mill," one half mile from Arcata, for hauling lumber. During these years all lumber and merchandise were hauled on wooden track rails, four by four pine, on cars drawn by a horse. This year they built the first steam dummy, called the "Black Diamond," working by two oscillating engines, pulling about six cars on a level track; capacity of cars, two thousand five hundred feet. This was the first locomotive in the county.

In the year 1878 the Union Plank Walk Railroad was sold. The company then formed, and incorporated on the fifteenth of June, 1878, and was called the Arcata Transportation Company. This company extended the railroad, for the purpose of hauling lumber from Dolly Varden north four miles into the woods, where a mill was built, called the "Warren Creek Mill," cutting about thirty thousand feet per day.

In the year 1881 the first locomotive was ordered from Pittsburg, weighing four tons, and called the Arcata. This year the Arcata Transportation was sold, and a new company was organized, called the Arcata and Mad River Railroad Company, incorporated in this State, December 30, 1881.

In 1883 the Arcata and Mad River Railroad was sold, and a new company organized. Improvements were made; cars and engines ordered; new passenger coaches between Arcata and the wharf, running with locomotive; general repairs made over the entire road; the railroad extended from Warren Creek north seven miles to the redwoods, where a sawmill was erected; new town settlement made, and called North Fork. This mill cuts about seventy thousand feet per day. Roadbed was constructed of six by eight inches by eight feet long redwood ties; thirty-five-pound steel rails. All the wooden track between Arcata and Warren Creek was exchanged for steel rails. Ordered a new locomotive of eighteen tons weight. A new combination bridge, over seven hundred feet long, was built over Mad River. Passenger travel was commenced in December of this year, from North Fork to Arcata, and general freight and lumber carried.

In the year 1885 a sidetrack was built, one quarter of a mile long, to Glendale, where a mill was built, cutting forty-five thousand feet per day. In the year 1886 a sidetrack was built to Riverside, also one quarter of a mile long, to the sawmill, cutting about forty thousand feet per day. This railroad is built for the purpose of hauling lumber from mills built along the line, to the railroad company's wharf, which is 2½ miles long, trestle work; mooring thirteen sailing vessels conveniently. Length of main line from Arcata to North Fork, 12 miles, with 3 miles of sidetrack; thirty-five-pound steel rails. The fences are kept in good repair. System of locks prevents the switches being left open on the line.

NATIONAL CITY AND OTAY RAILWAY.

	Miles.
Line—San Diego to Oneonta	16.32
Sweetwater Junction to La Presa	7.69
Tia Juana Junction to Tia Juana	4.45

This road was constructed under two charters, one known as the National City and Otay Railway Company, and the other as the Otay Railway Company, later consolidated, October, 1888, under the name of the "National City and Otay Railway Company," all the said charters being under the general laws of the State of California.

Work began upon this road in 1886, and proceeded until June, 1888, the various sections being opened for traffic as construction advanced, from May, 1887, to June, 1888. Its cost, including equipment, to date, is about \$446,493 44, all of said money being advanced by the San Diego Land and Town Company, with a view to the development of the agricultural and commercial territory south of the line of San Diego upon San Diego Bay, and with reference to its possible extension to some eastern point. The track is of standard gauge, and is equipped at present with light material and rolling stock, adapted to the economical conduct of local business, both freight and passenger. The principal branches of its traffic are the local travel between National City, Chula Vista, Tia Juana, on the Mexican boundary, and the Sweetwater Valley, together with the hauling to market of fruit, hay, grain, brick, ores for reduction, coal, and stone for paving purposes, a valuable quarry of this material being situated in the Sweetwater Valley. All the securities issued by the company are owned by and held in the treasury of the San Diego Land and Town Company, and the property is maintained in excellent condition.

NEVADA COUNTY NARROW GAUGE RAILROAD.

	Miles.
Line—Colfax, Placer County, to Nevada City, Nevada County	22.50

This road was built under a special charter or franchise granted by the Legislature of the State of California, approved by the Hon. Newton Booth, Governor, March 20, 1874. The construction was commenced in January, 1875, and the road opened for travel and freight to Grass Valley April 17, 1876, and to Nevada City May 24, 1876. Colfax, the initial point, is a station on the Central Pacific Railroad, 54 miles northeasterly from Sacramento; thence the road runs through Grass Valley, a town of some seven thousand population, to Nevada City, a place of nearly six thousand population. The road is a heavy piece of construction, owing to the mountainous character of the country, and has about 7,000 degrees of curvatures, and an almost continuous succession of heavy grades, both ascending and descending, as it passes over two ridges, one two thousand eight hundred and sixty feet, and the other two thousand seven hundred and seventy-two feet above sea level; whilst the height of Colfax is two thousand four hundred and sixteen, Bear River, two thousand and seventy-six, Grass Valley, two thousand four hundred and forty-eight, and Nevada City two thousand five hundred and twenty-four feet above the same base. The road was originally laid with thirty-five-pound iron rails, but six miles have been relaid with thirty-five-pound steel; the roadbed, bridges, etc., are in first class condition, and it is the intention to put down some three miles of thirty-five-pound steel during the present year. Some seven thousand cedar ties were used in renewal during the past year, and it is proposed to use cedar ties in future for such renewals as may be needed. Three round trips daily are made by the passenger trains, connecting with the Southern Pacific trains.

NEVADA AND CALIFORNIA RAILROAD.

The Nevada-California-Oregon Railway (three-foot gauge) commences at a point in Reno, Washoe County, Nevada, alongside the Central Pacific Railroad, four thousand five hundred and thirty feet above sea level; thence for two thousand two hundred feet on an approximating level grade; thence rising on a continuous grade (much of it one hundred feet per mile) for 9.7 miles to first summit, five thousand two hundred and thirty feet above sea; thence descending on varying grades of one hundred feet and less for 4.62 miles to Sway, four thousand nine hundred and seventy-eight feet above sea; thence ascending one mile on a one hundred-foot grade, and for 3.45 miles further over light and undulating grades (together 4.45 miles) to foot of mountain, four thousand nine hundred and forty-three feet above sea; thence up a varying grade, mostly ninety-five feet per mile, 3.23 miles to second summit, five thousand three hundred and seventy feet above sea; thence descending on a varying grade from ninety-seven feet to fifty-three feet for $3\frac{1}{4}$ miles to five thousand one hundred and eleven feet above sea; thence over a nearly level grade for $1\frac{3}{4}$ miles, and a rising grade of eighty-five feet for $\frac{2}{3}$ miles (together $2\frac{1}{3}$ miles) to the line between Nevada and California, five thousand one hundred and fifty-three feet above sea; thence descending for .52 miles rapidly into Long Valley to five thousand one hundred and twenty-three feet altitude; thence down said valley on a descending undulating grade, average thirty-four feet per mile, 8.24 miles to Chat, altitude four thousand eight hundred and thirty-six feet. Chat is 2 miles east of Crest, in Beckwith Pass. From Crest the water flows west to Feather River, and with the valley of that stream, offers a practical route, with grade not over one hundred feet per mile, into Plumas County, and to Sacramento and tide.

From Reno for 19 miles the general direction of the road is a little west of north, and its southern half exceedingly sinuous. Thence northwest for 2 miles; thence northwest, west, and southwest to 28th mile at State line, 2 miles further south than at the 19th mile. This last section is much like the first or Reno section in curvature. Thence 9 miles to Chat, or 37th mile, on a little west of north course. Between Reno and Chat there are many curves (some as sharp as 18 degrees). Curves on grades are so compensated that they do not offer more resistance than straight grades. Only 22 miles of the 37 are tangents, and the curvature aggregates 6,578 degrees.

In 1887-88 the road was extended north through Long Valley into Honey Lake Valley, 33 miles. There is no ascending grade going north on this section, as the valley descends at the rate of twenty-four feet to the mile. The physical features of the valley made necessary a descent in three places at the rate of seventy feet. In the alignment there are but few curves, and they generally of large radius; and of the sharper none are more than 10 degrees. Of this 33 miles $25\frac{1}{4}$ are straight, there being only 1,246 degrees of curvature.

There are neither tunnels nor a truss bridge on the whole 70 miles. Between Reno and Chat there are twenty-three trestles, and four on the new road north of Chat—in all, twenty-seven—twenty of which can be filled with earth, only seven passing water. The present north end of the road is called Liegan, 70 miles from Reno, four thousand and fifty-eight feet above sea, in Section 13, Township 16, Range 17 east, Mt. Diablo Meridian, midway between the Nevada line and Honey Lake, California, $6\frac{1}{4}$ miles west from 120th meridian, latitude $40.9\frac{1}{4}$ degrees, as determined by the

scientific party stationed at the north end of the road (Liegan) for the purpose of observing the sun's total eclipse.

VISALIA AND TULARE RAILROAD.

	Miles.
Visalia to Tulare.....	11.50

Chartered November 4, 1887. Line completed and put in operation October 22, 1888, since which time it has been operated by the above named company. The track is of thirty-pound steel rail laid on No. 1 red-wood ties; good roadbed; standard gauge; well equipped. Connects with Southern Pacific at Tulare.

STATISTICAL DETAILS.

MAP.

Accompanying this report will be found the second official railroad map issued by the Board. This map represents the different railway systems of the State as they existed on November 15, 1889. As compared with the map of last year, this map shows seven new railroad systems, and also shows the changes in names of corporations, by the formation of new corporations, and by consolidations.

TRACK MILEAGE.

The miles of road owned by corporations reporting to this office for 1888 were 3,986.59, an increase upon the figures of the preceding year of 544.86. This results from the fact of seven new systems of roads being for the first time shown by reports of this Commission, increasing the mileage by 183.73 miles, and also by added mileage in 1888 amounting to 361.13 miles.

Of the total mileage of 3,986.59, 513.79 miles are narrow gauge.

The roads reporting to the Commission for the first time are as follows:

	Miles.
Los Angeles and Pacific Railway Company.....	30.00
Eel River and Eureka Railroad Company.....	30.00
Colusa and Lake Railroad Company.....	22.00
Arcata and Mad River Railroad Company.....	18.00
National City and Otay Railway Company.....	30.23
Nevada and California Railroad Company.....	42.00
Visalia and Tulare Railroad Company.....	11.50
Total	183.73

TABLE No. 1.

SHOWING PROGRESS OF RAILROAD CONSTRUCTION IN CALIFORNIA FROM
1856 TO 1888, INCLUSIVE.

YEARS.	Miles.	YEARS.	Miles.
1856	21.90	1877	157.57
1863	31.90	1878	159.45
1864	75.85	1879	47.09
1865	48.76	1880	41.15
1866	37.72	1881	16.80
1867	21.41	1882	242.30
1868	62.93	1883	353.37
1869	339.84	1884	45.40
1870	105.66	1885	105.16
1871	122.49	1886	164.01
1872	218.38	1887	317.70
1873	51.82	1888	544.86
1874	101.93	Total mileage of roads in State December 31, 1888	
1875	152.18		
1876	398.95		3,986.56

CONSTRUCTION DURING 1889.

The current year will show a marked falling off from the year 1888, in addition to the railroad lines of the State. The added mileage is distributed as follows: Southern Pacific Company, 63.90; San Francisco and North Pacific Railway Company, 9 miles—making a total of 72.90. Statements showing details of added mileage are as follows:

SOUTHERN PACIFIC COMPANY.

Statement showing Additions to Mileage in California by Construction of New Lines, January 1 to November 15, 1889.

	Miles.
Northern California Railway:	
Marysville to Knights Landing (not yet in operation)	27.70
Southern Pacific Railroad:	
<i>Coast Division</i> —Main line; end of track to Santa Margarita	10.80
Monterey Branch; Monterey to Lake Najaella	4.40
<i>Southern Division</i> —San Joaquin Division; Newman to Banos	15.20
.....	21.00
Total miles added	63.90

SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

Statement showing Additions to Mileage by Construction of New Lines, January 1, 1889, to December 1, 1889.

	Miles.
Santa Rosa to Sebastopol	6
Guerneville to Redwoods	3
Total	9

STATEMENT

OF NEW RAILROAD CORPORATIONS FORMED, AND REORGANIZATIONS, AMENDMENTS OF OLD CHARTERS, AND MISCELLANEOUS CHANGES SINCE DATE OF THE LAST REPORT OF THE STATE RAILROAD COMMISSION, AS SHOWN BY RETURNS FROM THE OFFICE OF THE SECRETARY OF STATE, NOVEMBER 15, 1888.

NEW CORPORATIONS.

EUREKA RAILROAD AND COAL COMPANY.

Gauge (not stated in articles).

Termini, County of Alameda, easterly to San Joaquin River, in San Joaquin County.

Proposed length, 20 miles.

Capital stock, \$2,000,000.

Articles filed, December 15, 1888.

SAN FRANCISCO AND NORTH PACIFIC RAILWAY COMPANY.

Termini, Point Tiburon, in Marin County, to Calpella, in Mendocino County, with an intermediate branch from Petaluma Junction to Donahue, in Sonoma County; also, an intermediate branch from Ignacio, in Marin County, to Sears Point, in Sonoma County; also, an intermediate branch from Town of Fulton, to Willetts Tract, all in Sonoma County; also, an intermediate branch from Santa Rosa to Sebastopol, all in Sonoma County. Proposed length of said railroad and intermediate branches is 158½ miles.

Also, a railroad from Sonoma Landing to Town of Glen Ellen, in Sonoma County. Proposed length of said railroad is 21½ miles.

Also, to purchase from the San Francisco and North Pacific Railroad Company, the railroad from San Rafael, in Marin County, to Cloverdale, in Sonoma County; also, the railroad from Donahue to Petaluma Junction, all in Sonoma County; also, the railroad from the Town of Fulton to Guerneville, all in Sonoma County. The aggregate length of the above mentioned railroads is 92 miles.

Also, to purchase from the San Francisco and San Rafael Railroad Company, the railroad from Point Tiburon to San Rafael, in Marin County. The length of said railroad is 9 miles.

Also, to purchase from the Sonoma Valley Railroad Company, the railroad from Sonoma Landing to Glen Ellen. The length of said railroad is 21½ miles.

Also, to purchase from the Cloverdale and Ukiah Railroad Company, the unfinished railroad from the Town of Cloverdale, in Sonoma County, to the Town of Ukiah, in Mendocino County. The proposed length of said railroad is 30 miles.

Also, to purchase from the Marin and Napa Railroad Company, the railroad from Ignacio, in Marin County, to Sears Point, in Sonoma County. The length of said railroad is 7½ miles.

The estimated length of said railroads already completed and now being constructed, with their intermediate branches, is about 180 miles.

Gauge (not stated).

Capital stock, \$6,000,000.

Articles filed December 19, 1888.

SAN GABRIEL VALLEY RAPID TRANSIT RAILWAY.

Gauge (not stated).
Termini, Los Angeles to Monrovia.
Proposed length, 15 miles.
Capital stock, \$250,000.
Articles filed January 31, 1889.

SANTA CLARA VALLEY BELT RAILROAD COMPANY.

Gauge (not stated).
Termini, Saratoga to Santa Clara and San José.
Proposed length, 12 miles.
Capital stock, \$500,000.
Articles filed February 5, 1889.

SAN DIEGO AND EASTERN TERMINAL RAILWAY COMPANY.

Gauge (not stated).
Termini, San Diego to Del Mar.
Proposed length, 20 miles.
Capital stock, \$500,000.
Articles filed February 11, 1889.

PETALUMA AND SEBASTOPOL RAILROAD.

Standard gauge.
Termini, Petaluma to Sebastopol.
Proposed length, 40 miles.
Capital stock, \$400,000.
Articles filed March 1, 1889.

SAN GABRIEL VALLEY RAPID TRANSIT RAILWAY COMPANY. (Amended articles.)

Gauge (not stated).
Termini, Los Angeles to San Bernardino. Also from West Alhambra to Summit of the Sierra Madre Mountains.
Proposed length, 72 miles.
Capital stock, \$250,000.
Articles filed March 27, 1889.

ELK CREEK RAILROAD COMPANY.

Narrow gauge.
Termini, all in Mendocino County.
• Proposed length, 32 miles.
Capital stock, \$500,000.
Articles filed March 29, 1889.

LOS ANGELES, PASADENA, AND GLENDALE RAILWAY COMPANY.

Gauge (not stated).
Termini, Los Angeles to Pasadena, and to Glendale and Verdugo Park.
Proposed length, 9 miles.
Capital stock, \$200,000.
Articles filed March 30, 1889.

REDONDO RAILWAY COMPANY.

Narrow gauge.
Termini, Los Angeles to Redondo Beach.
Proposed length, 20 miles.
Capital stock, \$500,000.
Articles filed April 1, 1889.

SAN DIEGO AND NORTHEASTERN RAILWAY COMPANY.

Standard gauge.
Termini, San Diego to Escondido.
Proposed length, 40 miles.
Capital stock, \$1,000,000.
Articles filed April 2, 1889.

LOS ANGELES AND HUENEME RAILROAD COMPANY.

Standard gauge.
Termini, Los Angeles to Pacific Ocean at or near the Port of Hueneme.
Proposed length, 70 miles.
Capital stock, \$2,000,000.
Articles filed April 5, 1889.

FRESNO AND PINE RIDGE RAILROAD COMPANY.

Gauge (not stated).
Termini, City of Fresno to Pine Ridge, in Fresno County.
Proposed length, 60 miles.
Capital stock, \$600,000.
Articles filed April 22, 1889.

SANTA ANA RAILROAD.

Gauge (not stated).
Termini, Santa Ana to Pacific Ocean at Newport Beach.
Proposed length, 10 miles.
Capital stock, \$250,000.
Articles filed April 23, 1889.

LOS ANGELES, SAN DIEGO, AND YUMA RAILWAY COMPANY.

Standard gauge.
Termini, San Diego to Los Angeles, and from San Diego to Fort Yuma.
Proposed length, 320 miles.
Capital stock, \$5,000,000.
Articles filed May 8, 1889.

ALAMEDA COUNTY TERMINAL RAILWAY COMPANY.

Standard gauge.
Termini, San Francisco Bay, near City of Alameda, to Park Place, and intermediate branch to Oakland.
Proposed length, 15 miles.
Capital stock, \$200,000.
Articles filed May 24, 1889.

SAN FRANCISCO, TAMALPAIS, AND BOLINAS RAILWAY COMPANY.

Gauge (not stated).

Termini, San Francisco to Sausalito and point at base of Mount Tamalpais, and from Sausalito to Bolinas Bay.

Proposed length, 20 miles.

Capital stock, \$500,000.

Articles filed September 6, 1889.

HIGHLAND RAILROAD COMPANY.

Gauge (not stated).

Termini, point in Sierra Madre Mountains near Wilsons Peak, through Pasadena to City of Los Angeles.

Proposed length, 20 miles.

Capital stock, \$100,000.

Articles filed October 21, 1889.

AMENDMENT.**NATIONAL CITY AND OTAY RAILWAY COMPANY.**

Increase of capital stock, \$200,000 to \$1,300,000.

Filed January 5, 1889.

CONSOLIDATION.**SOUTHERN CALIFORNIA RAILWAY COMPANY.**

Formed by the consolidation of the California Southern Railroad Company, the California Central Railway Company, and the Redondo Beach Railway Company.

Capital stock, \$16,935,000.

Length of road, 606 miles.

Agreement filed November 7, 1889.

TABLE No. 2.
FINANCIAL STATEMENT—1888.

COMPANIES.	Length of Road, in Miles, in State.	Cost of Construction, Including Buildings, Land, Fences, Tools, Salaries, etc.	Cost of Equipment.	Capital Stock Issued.	Funded Debt.	Unfunded Debt.	Gross Earnings.	Operating Expenses.	Earnings Over Operating Expenses.
Southern Pacific Company	None.	*		\$107,289,270 00	None.	\$5,443,300 43	\$35,117,241 70	\$22,696,544 87	\$12,420,696 83
Central Pacific Railroad Company	756.91	\$167,655,936 16	†	68,000,000 00	\$69,759,000 00	27,855,680 00			
Northern Railway Company	390.48	19,098,344 53	†	10,418,600 00	7,484,000 00	17,121 09			
California Pacific Railroad Company	115.44	19,537,072 60	†	12,000,000 00	6,830,000 00	278,878 60			
Southern Pacific Railroad Company of California	1,244.01	110,388,225 61	†	59,298,800 00	43,050,500 00	1,844,927 10			
Atlantic and Pacific Railroad Company	243.00	7,271,100 00	\$267,556 33		6,457,000 00	319,043 49	825,652 60	1,038,119 66	**212,467 00
California Central Railroad Company	269.09	12,646,343 67	210,776 64		6,072,000 00	465,678 82	1,089,285 26	927,376 07	161,909 19
California Southern Railroad Company	210.61	11,437,806 10	77,125 22		5,582,610 00	150,189 83	1,408,814 52	1,200,748 79	205,065 73
Los Angeles and Pacific Railroad Company	30.00	812,156 33	861,952 42		None.	272,032 92	11,637 85	13,646 47	**2,018 02
San Francisco and North Pacific Railroad Company	108.50	4,656,120 12	8,884 85		None.	None.	650,927 72	409,172 61	250,755 11
Visalia Railroad Company	7.00	115,116 20	84,652 49		191,000 00	384,247 12	30,525 16	21,594 45	8,930 71
Eel River and Eureka Railroad Company	30.00	615,018 47	†	80,000 00	None.	None.	143,441 05	55,985 27	87,455 78
Northern California Railroad Company	26.00	320,000 00	†	320,000 00	None.	None.	61,570 21	36,921 55	24,648 66
North Pacific Coast Railway Company	104.00	11,500,000 00	†	6,000,000 00	5,500,000 00	None.	347,460 38	274,226 43	73,233 95
Pacific Coast Railway Company	92.25	3,165,373 90	†	2,500,000 00	1,240,000 00	250,910 04	290,783 25	148,033 51	112,749 74
Sonoma Valley Railroad Company	76.10	2,955,953 34	43,499 00	1,370,400 00	1,370,000 00	10,872 45	67,241 89	39,087 72	27,554 17
Carson and Colorado Railroad Company	28.94	3,240,000 00	†	1,620,000 00	None.	None.			
Colusa and Lake Railroad Company	108.00	165,650 53	22,558 70	100,500 00	1,620,000 00	None.	21,783 43	12,075 75	9,707 68
Arcata and Mad River Railroad Company	22.00	133,967 44	42,110 00	168,000 00	None.	None.	113,007 48	99,730 35	13,877 13
National City and Olney Railroad Company	18.00	360,601 07	75,641 71	453,450 00	None.	None.	86,866 66	110,885 03	**24,018 37
Nevada County Narrow Gauge	30.23	640,396 33	74,134 89	242,200 00	260,000 00	2,105 45	89,211 89	54,823 01	34,388 88
Nevada and California Railroad Company	22.50	736,955 90	50,216 53		None.	None.	37,815 79	25,530 41	12,385 38
Visalia and Tulare Railroad Company	42.00	87,283 02	9,616 09	40,000 00	60,000 00	10,000 00	4,351 55	763 50	3,588 05
Totals for 1888.	3,986.56	\$177,662,894 60	\$1,828,317 87	\$287,208,720 00	\$139,464,110 00	\$37,437,226 13	\$40,374,208 39	\$27,165,865 45	\$13,440,696 99
Totals for 1887.	3,441.70	340,208,886 91	3,303,061 62	331,968,570 00	162,906,584 00	50,472,939 62	32,273,287 46	22,554,840 78	9,718,446 68
Differences between 1887 and 1888.	544.86	\$37,454,007 69	\$1,474,743 75	\$44,759,850 00	\$23,442,474 00	\$13,035,713 49	\$8,100,920 93	\$4,611,024 67	\$3,728,250 31

* No road owned.

† No equipment owned.

‡ Included in construction.

§ Not reported.

|| Reported by Southern Pacific Company.

** Reported by lessee in Nevada.

*** Deficiency.

CAPITAL STOCK.

Reference is respectfully made to Table No. 2, for a financial statement, which is as complete as has been furnished this office by the several corporations doing business in this State. Totals are compared with 1887. The amount of capital stock issued is shown to be \$287,208,720; per mile of road this capitalization is \$52,730. The amount of capital stock for 1888 shows a decrease of \$44,759,850 over 1887, caused from the fact that the Atlantic and Pacific did not report capital stock last year.

The total number of stockholders is reported at 787.

INDEBTEDNESS.

The total indebtedness of reporting corporations, December 31, 1888, was \$176,901,336 13.

Classified, this indebtedness is as follows:

Funded debt	\$139,464,110 00
Unfunded debt.....	37,437,226 13
Total.....	\$176,901,336 13

As compared with the returns of last year this is a decrease of indebtedness of \$36,478,187 49, or deducting the funded debt of the Atlantic and Pacific for 1887 of \$33,413,534, which is not reported this year, we get as a result a net decrease of \$3,064,653.

STOCK AND DEBT.

The total stock and debt is reported as follows:

Capital stock.....	\$287,208,720 00
Funded debt.....	139,464,110 00
Unfunded debt.....	37,437,226 13
Total.....	\$464,110,056 13

COST.

The property accounts of the several companies show a footing of \$379,491,212 47, as against \$343,511,948 53 for 1887. This increase is caused by the adding of the capital of the seven new companies. This cost includes grading and masonry, bridging, superstructure, including rails, land, land damages, fences, passenger and freight stations, engine houses, car sheds, machine shops, tools and machinery, interest, engineering, agencies, salaries, and other expenses during construction and equipment of every kind.

TABLE No. 3.

SHOWING COST OF ROAD PER MILE, AS REPORTED TO THE COMMISSION.

COMPANIES.	Miles.	Cost of Construction.	Cost of Equipment.	Cost of Each Road per Mile as Reported.
Central Pacific Railroad Co.....	1,360.28	\$167,655,936 16	*	\$123,251 +
Northern Railway Co.	390.48	19,098,344 53	*	48,909 +
California Pacific Railroad Co.....	115.44	19,537,072 60	*	169,240 +
Southern Pacific of California.....	1,244.01	110,388,225 51	*	88,735 +
Atlantic and Pacific Railroad Co.....	243.00	7,271,100 00	†	29,922 +
California Central Railway Co.....	269.09	12,646,343 67	\$267,656 33	48,340 +
California Southern Railroad Co.....	210.61	11,437,806 10	210,775 64	55,783 +
Los Angeles and Pacific Railway Co..	30.00	812,156 33	77,125 22	29,642 +
San Francisco and North Pacific Railroad Co.....	108.50	4,656,120 12	861,952 42	50,857 +
Visalia Railroad Co.	7.00	115,116 20	8,884 85	17,714 +
Eel River and Eureka Railroad Co..	30.00	615,018 47	84,652 49	23,322 +
Northern California Railroad Co.....	26.00	320,000 00	*	12,307 +
South Pacific Coast Railway Co.....	104.00	11,500,000 00	*	110,576 +
North Pacific Coast Railroad Co.	92.25	3,155,373 90	*	34,204 +
Pacific Coast Railway Co.....	76.10	2,955,953 34	*	38,843 +
Sonoma Valley Railroad Co.....	28.94	243,503 38	43,499 00	9,917 +
Carson and Colorado Railroad Co....	108.00	3,240,000 00	*	30,000 +
Colusa and Lake Railroad Co.....	22.00	155,650 53	22,058 70	8,077 +
Arcata and Mad River Railroad Co....	18.00	133,967 44	42,110 00	9,782 +
National City and Otay Railway Co....	30.23	360,601 07	75,641 71	14,430 +
Nevada County Narrow Gauge.....	22.50	540,386 33	74,134 89	27,312 +
Nevada and California Railroad Co....	42.00	736,955 90	50,210 53	18,742 +
Visalia and Tulare Railroad Co.....	11.50	87,263 02	9,616 09	8,424 +
Totals	4,589.93	\$337,662,894 60	\$1,828,317 87	.....

Average cost per mile \$82,461 +.

* Included in construction.

† Equipment not reported.

EARNINGS AND INCOME.

The total traffic receipts and income from other sources for the year ending December 31, 1888, amounted to \$40,374,208 39, or \$7,413 50 per mile of road operated. As compared with 1887, this is a gain of \$8,100,-920 93.

Total operating expenses amounted to \$27,165,865 45, or \$4,988 25 per mile of road operated. As compared with 1887 this is a gain of \$4,611,-024 67.

Gross earnings per mile of road for 1888 were	\$7,413 50
Gross earnings per mile of road for 1887 were	7,066 60

Total increase per mile of	\$347 90
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Operating expenses per mile of road for 1888 were.....	\$4,988 25
Operating expenses per mile of road for 1887 were.....	4,939 47

Total increase per mile of	\$48 78
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MAILS.

The amount received for carrying the United States mail in the State is reported at \$880,342 50, of which whole amount the Southern Pacific Company received \$789,446 07.

EXPRESS.

The total sum received from Wells, Fargo & Co.'s Express, for carrying express matter, was \$525,684 10.

SLEEPING CAR SERVICE.

The amount received, account the above service, was \$296,071 62.

EXTRA BAGGAGE.

The amount realized for the companies, out of above charge for 1888, was \$112,375 15.

TABLE No. 4.

SHOWING GROSS EARNINGS AND OPERATING EXPENSES PER MILE OF ROAD.

COMPANIES.	Gross Earnings.	Operating Expenses.	Gross Earnings per Mile of Road.	Operating Expenses per Mile of Road.
Southern Pacific Co.....	\$35,117,241 70	\$22,696,544 87	\$8,626 19	\$5,575 42
Central Pacific Railroad Co.*.....				
Northern Railway Co.*.....				
California Pacific Railroad Co.*.....				
Southern Pacific Railroad of California*.....				
Atlantic and Pacific Railroad Co.....	825,652 60	1,038,119 66	3,397 75	4,272 09
California Central Railway Co.....	1,089,285 26	927,376 07	4,048 18	3,446 34
California Southern Railroad Co.....	1,405,814 52	1,200,748 79	6,674 96	5,701 29
Los Angeles and Pacific Railway Co.....	11,627 85	13,646 47	387 59	454 88
San Francisco and North Pacific Railroad Co.....	659,927 72	409,172 61	6,082 28	3,771 18
Visalia Railroad Co.....	30,525 16	21,594 45	4,360 88	3,084 92
Eel River and Eureka Railroad Co.....	143,441 05	55,985 27	4,781 36	1,866 17
Northern California Railroad Co.....	61,570 21	36,921 55	2,368 08	1,420 05
South Pacific Coast Railway Co.*.....				
North Pacific Coast Railroad Co.....	347,460 38	274,226 43	3,766 48	2,972 64
Pacific Coast Railway Co.....	260,783 25	148,033 51	3,426 06	1,945 24
Sonoma Valley Railroad Co.....	67,241 89	39,687 72	2,323 49	1,371 37
Carson and Colorado Railroad Co.†.....				
Colusa and Lake Railroad Co.....	21,783 43	12,075 75	990 15	548 89
Arcata and Mud River Railroad Co.....	113,607 48	99,730 35	6,311 52	5,540 57
National City and Otay Railroad Co.....	86,866 66	110,885 03	2,873 52	3,668 04
Nevada County Narrow Gauge.....	89,211 89	54,823 01	5,524 97	2,441 42
Nevada and California Railroad Co.....	37,815 79	25,530 41	900 37	607 86
Visalia and Tulare Railroad Co.....	4,351 55	763 50	378 39	66 39
Totals.....	\$40,374,208 39	\$27,165,865 45	\$7,413 50	\$4,988 25

* Reported by Southern Pacific Company.

† Not reported.

TABLE No. 5.

SHOWING PERCENTAGE OF OPERATING EXPENSES TO EARNINGS.

COMPANIES.	Gross Earnings.	Operating Expenses.	Percentage of Operating Expenses to Earnings.
Southern Pacific Company	\$35,117,241 70	\$22,696,544 87	64.63
Central Pacific Railroad Company*	-----	-----	-----
Northern Railway Company*	-----	-----	-----
California Pacific Railroad Company*	-----	-----	-----
Southern Pacific Railroad of California*	-----	-----	-----
Atlantic and Pacific Railroad Company	825,652 60	1,038,119 66	126.00
California Central Railway Company	1,089,285 26	927,376 07	85.14
California Southern Railroad Company	1,406,814 52	1,200,748 79	82.76
Los Angeles and Pacific Railway Company	11,627 85	13,646 47	117.00
San Francisco and North Pacific Railroad Co.	659,927 72	409,172 61	62.02
Visalia Railroad Company	30,525 16	21,594 45	70.74
Eel River and Eureka Railroad Company	143,441 05	55,985 27	39.00
Northern California Railroad Company	61,570 21	36,921 55	59.90
South Pacific Coast Railway Company*	-----	-----	-----
North Pacific Coast Railroad Company	347,460 38	274,226 43	78.92
Pacific Coast Railway Company	260,783 25	148,033 51	56.20
Sonoma Valley Railroad Company	67,241 89	39,687 72	59.02
Carson and Colorado Railroad Company†	-----	-----	-----
Colusa and Lake Railroad Company	21,783 43	12,075 75	55.40
Arcata and Mad River Railroad Company	113,607 48	99,730 35	87.00
National City and Otay Railway Company	86,866 66	110,885 03	127.00
Nevada County Narrow Gauge	89,211 89	54,823 01	61.40
Nevada and California Railroad Company	37,815 79	25,530 41	67. +
Visalia and Tulare Railroad Company‡	4,351 55	763 50	10.60
Totals	\$40,374,206 39	\$27,165,865 45	72.72

* Reported by Southern Pacific Company.

† Not reported.

‡ October 20 to January 1, 1889.

TABLE No. 6.

SHOWING PERCENTAGE OF NET INCOME TO COST.

COMPANIES.	Cost of Construc- tion and Equipment.	Net Income.	Per Cent of Income to Cost of Roads.
Southern Pacific Company	\$328,179,578 80	\$1,209,371 10	.0036 +
Central Pacific Company* .....	.....	.....	.....
Northern Railway Company* .....	.....	.....	.....
California Pacific Railroad Company* .....	.....	.....	.....
Southern Pacific Railroad of California* .....	.....	.....	.....
Atlantic and Pacific Railroad Company	7,271,100 00	.....	.....
California Central Railway Company	12,914,000 00	††	.....
California Southern Railroad Company	11,648,581 74	††	.....
Los Angeles and Pacific Railway Company	889,281 55	††	.....
San Francisco and Northern Pacific R. R. Co.	5,518,072 54	153,992 23	.0279
Visalia Railroad Company	124,001 05	14,718 89	.118
Eel River and Eureka Railroad Company	699,670 98	43,809 63	.063
Northern California Railroad Company	320,000 00	22,814 76	.071
South Pacific Coast Railway Company* .....	.....	.....	.....
North Pacific Coast Railroad Company	3,155,373 90	18,916 82	.0059
Pacific Coast Railway Company	2,955,953 34	29,444 74	.009 +
Sonoma Valley Railroad Company	287,002 38	20,559 46	.072 +
Carson and Colorado Railroad Company† .....	.....	.....	.....
Colusa and Lake Railroad Company	177,709 23	4,390 29	.025
Arcata and Mad River Railroad Company	176,077 44	13,877 13	.078
National City and Otay Railway Company	436,242 78	††	.....
Nevada County Narrow Gauge	614,521 22	11,065 01	.018
Nevada and California Railroad Company	787,166 43	10,649 12	.013
Visalia and Tulare Railroad Company	96,879 11	3,588 05	.036

* Reported by Southern Pacific Company.

† Not reported.

†† Deficiency.

TABLE No. 7.

SHOWING PERCENTAGE OF NET INCOME TO GROSS INCOME.

COMPANIES.	Gross Income.	Net Income.	Percentage of Net Income to Gross Income.
Southern Pacific Company	\$35,117,241 70	\$1,209,371 10	.034
Central Pacific Railroad Company*			
Northern Railway Company*			
California Pacific Railroad Company*			
Southern Pacific Railroad of California*			
Atlantic and Pacific Railroad Company	825,652 60	\$	
California Central Railway Company	1,089,285 26	\$301,529 53	
California Southern Railroad Company	1,405,814 52	\$66,304 41	
Los Angeles and Pacific Railway Company	11,627 85	\$3,752 16	
San Francisco and North Pacific Railroad Co.	659,927 72	153,992 23	.23+
Visalia Railroad Company	30,525 16	14,718 89	.48+
Eel River and Eureka Railroad Company	143,441 05	43,809 63	.30+
Northern California Railroad Company	61,570 21	22,814 76	.37+
South Pacific Coast Railway Company*			
North Pacific Coast Railroad Company	347,460 33	18,916 82	.05+
Pacific Coast Railway Company*	260,783 25	29,444 74	.11+
Sonoma Valley Railroad Company	67,241 89	20,559 46	.30+
Carson and Colorado Railroad Company†			
Colusa and Lake Railroad Company	21,783 43	4,390 29	.20+
Arcata and Mad River Railroad Company	113,607 48	13,877 13	.12+
National City and Otay Railway Company	86,866 63	\$24,018 37	
Nevada County Narrow Gauge	89,211 89	11,065 01	.12+
Nevada and California Railroad Company	37,815 79	10,649 12	.28+
Visalia and Tulare Railroad Company‡	4,351 55	3,588 06	.80+

* Reported by Southern Pacific Company.

† Not reported.

‡ October 20, 1888, to January 1, 1889.

§ Deficiency.

TABLE No. 8.
SHOWING DEDUCTIONS FROM GROSS INCOME TO PRODUCE NET INCOME—1888.

COMPANIES.	Gross Earnings and Miscellaneous Income.	Operating Expenses.	Interest and Discount.	Taxes.	Rentals.	Other Deductions.	Net Income.
Southern Pacific Company.....	\$48,591,040 93	\$30,708,676 03	\$62,808 70	\$768,090 63	\$14,149,166 78	\$1,692,927 69	\$1,209,371 10
Central Pacific Railroad Co.*.....							
Northern Railway Co.*.....							
California Pacific Railroad Co.*.....							
Southern Pacific Railroad of California*.....							
Atlantic and Pacific Railroad Co.....	825,652 60	1,038,119 66	†	†	†	†	†
California Central Railroad Co.....	1,089,285 26	927,376 07	337,614 79	29,740 33	86,633 60	9,450 00	1301,529 53
California Southern Railroad Co.....	1,456,232 43	1,200,748 79	229,620 00	28,065 89	39,162 06	25,000 00	166,304 41
Los Angeles and Pacific Railroad Co.....	11,627 85	13,646 47	1,733 54	None.	None.	None.	13,752 16
San Francisco and North Pacific Railroad Co.....	669,927 72	408,172 61	8,168 08	17,007 02	None.	71,587 78	153,992 23
Visalia Railroad Co.....	35,425 16	19,905 97	None.	800 30	None.	None.	14,718 89
Eel River and Eureka Railroad Co.....	143,441 06	55,985 27	18,800 00	5,845 85	None.	20,000 00	43,809 63
Northern California Railroad Co.....	61,570 21	36,921 55	None.	1,833 90	None.	None.	22,814 76
South Pacific Coast Railroad Co.*.....							
North Pacific Coast Railroad Co.....	347,460 38	274,226 43	45,040 26	6,795 62	None.	2,481 25	18,916 82
Pacific Coast Railroad Co.....	290,783 25	148,033 51	83,305 00	None.	None.	None.	29,444 74
Sonoma Valley Railroad Co.....	67,241 89	39,687 72	None.	994 71	6,000 00	None.	20,559 46
Carson and Colorado Railroad Co.....	†	†	†	†	†	†	†
Colusa and Lake Railroad Co.....	22,106 18	12,075 75	4,747 98	873 03	None.	19 13	4,390 29
Arcata and Mad River Railroad Co.....	113,607 48	99,730 35	None.	974 30	None.	None.	13,877 13
National City and Otay Railway Co.....	86,666 66	110,895 03	None.	None.	None.	None.	124,018 37
Nevada County Narrow Gauge.....	89,211 89	54,823 01	20,933 33	2,903 79	None.	56 75	11,045 01
Nevada and California Railroad Co.....	37,815 79	25,530 41	None.	1,736 26	None.	None.	10,649 12
Visalia and Tulare Railroad Co.....	4,351 55	763 50	None.	None.	None.	None.	3,588 05
Totals for 1888.....	\$53,903,708 28	\$35,176,308 13	\$812,801 68	\$865,061 83	\$14,290,962 44	\$1,821,522 60	\$1,161,592 76

* Reported by Southern Pacific Company.

† Not reported.

‡ Reported by lessee.

§ Reported in Nevada.

|| Deficit.

TABLE No. 9.

SHOWING INCREASE AND DECREASE OF EARNINGS.

COMPANIES.	Increase.	Decrease.
Southern Pacific Company	\$8,061,970 16	-----
Central Pacific Company*.....	-----	-----
Northern Railway Company*.....	-----	-----
California Pacific Railroad Company*.....	-----	-----
Southern Pacific Railroad of California*.....	-----	-----
Atlantic and Pacific Railroad Company	91,049 71	-----
California Central Railway Company	593,166 40	-----
California Southern Railroad Company	-----	\$118,652 27
Los Angeles and Pacific Railway Company†.....	-----	-----
San Francisco and North Pacific Railroad Company.....	39,241 85	-----
Visalia Railroad Company	2,982 11	-----
Eel River and Eureka Railroad Company†.....	-----	-----
Northern California Railroad Company.....	8,488 01	-----
South Pacific Coast Railway Company*.....	-----	-----
North Pacific Coast Railroad Company	9,626 16	-----
Pacific Coast Railway Company	67,779 31	-----
Sonoma Valley Railroad Company	-----	5,411 92
Carson and Colorado Railroad Company†.....	-----	-----
Colusa and Lake Railroad Company†.....	-----	-----
Arcata and Mad River Railroad Company†.....	-----	-----
National City and Otay Railway Company†.....	-----	-----
Nevada County Narrow Gauge	-----	5,199 60
Nevada and California Railroad Company†.....	-----	-----
Visalia and Tulare Railroad Company†.....	-----	-----

* Reported by Southern Pacific Company.

† Not reported.

‡ First report to Commissioners.

TABLE No. 10.

SHOWING SUMMARY OF OPERATIONS OF THE SOUTHERN PACIFIC COMPANY—1887 COMPARED WITH 1888.

PACIFIC SYSTEM.	1887.	1888.	Increase or Decrease.
Mileage of road operated December 31.....	3,888.88	4,244.81	*Inc. 355.93 miles.
Average road for the year.....	3,815.14	4,071.25	Inc. 6.71 per c't.
Miles of road in California December 31....	2,255.40	2,610.33	Inc. 354.93 miles.
Miles run by passenger trains.....	6,130,814	7,289,590	Inc. 18.90 per c't.
Miles run by freight trains.....	7,719,895	9,371,349	Inc. 21.39 per c't.
Miles run by other trains.....	2,913,309	4,083,219	Inc. 40.50 per c't.
Miles run by all trains.....	16,764,018	20,754,148	Inc. 23.80 per c't.
Passenger earnings per train mile.....	\$1 53	\$1 53	.....
Freight earnings per train mile.....	2 21	2 27	Inc. 2.72 per c't.
Total earnings per train mile.....	1 70	1 69	Dec. .59 per c't.
Total expenses per train mile.....	96	1 09	Inc. 13.54 per c't.
Net earnings per train mile.....	74	60	Dec. 18.92 per c't.
Number of passengers carried.....	13,631,186	15,365,268	Inc. 12.72 per c't.
Mileage of passengers.....	424,601,248	504,477,788	Inc. 18.81 per c't.
Average number of passengers in a train..	69.3	69.2	Dec. .14 per c't.
Tons of freight carried.....	4,765,401	6,325,326	Inc. 32.74 per c't.
Mileage of freight—tons.....	1,116,490,517	1,292,296,710	Inc. 15.75 per c't.
Average tons of freight in a train.....	129.24	117.96	Dec. 8.73 per c't.

NOTE.—The South Pacific Coast Railway, 104 miles, and the Oregon and California Road (north of Ashland), 448.80 miles, were operated by the Southern Pacific Company from July 1, 1887. For the sake of comparison, however, the operations of these roads are included above for the entire year of 1887.

* Increase of mileage through consolidations, 115.36 miles; new road constructed, 340.57 miles.

STATEMENT SHOWING MOVEMENT OF REVENUE TRAINS, JANUARY 1 TO SEPTEMBER 30, 1888 AND 1889.

	1888.	1889.	1889—Decrease.
Passenger train mileage.....	5,383,625	5,261,116	2.25 per cent.
Freight train mileage.....	7,090,894	6,352,486	10.41 per cent.
Total revenue train mileage.....	12,474,519	11,613,602	6.90 per cent.

TABLE No. 11.

TRAIN MILEAGE—STATEMENT SHOWING TOTAL NUMBER OF MILES RUN.

COMPANIES.	Passenger Trains.	Freight Trains.	Switching Trains.	Construction Trains.
Southern Pacific Company.....	7,289,590	9,371,349	2,509,212	1,583,997
Atlantic and Pacific Railroad Company.....	198,276	394,146	2,999	.....
California Central Railway Company.....	416,389	192,806	109,089	58,506
California Southern Railroad Company.....	292,730	411,569	190,727	40,358
San Francisco and North Pacific R. R. Co.	177,095	50,535	1,825	5,325
North Pacific Coast Railroad Company.....	196,688	108,550	.....	30,275
Sonoma Valley Railroad Company.....	21,051	15,814	.....	.....
Pacific Coast Railway Company.....	60,155	62,643	.....	4,905
National City and Otay Railway Co.....	174,245	.....	.....	.....
Nevada County Narrow Gauge.....	5,147	13,796	.....	320
Nevada and California Railroad Co.....	15,100	19,008	971	15,270
Totals.....	8,846,466	10,640,216	2,814,823	1,738,966

TABLE No. 12.

TRAFFIC STATEMENT—1888.

NAME OF COMPANY.	Total Number of Passengers Carried.	Average Rate of Fare per Mile, in Cents.	Total Tons of Freight Hauled.	Average Rate of Freight per Ton per Mile, in Cents.	Total Miles Run by Passenger Trains.	Total Miles Run by Freight Trains.
Southern Pacific Company.....	15,365,267	2.21	6,325,326	1.64	7,289,590	9,371,349
Central Pacific Railroad Company*.....						
Northern Railway Company*.....						
California Pacific Railroad Company*.....						
Southern Pacific Railroad of California*.....	73,663	2.24	236,922	1.15	198,276	394,146
Atlantic and Pacific Railroad Company.....	852,050	2.92	351,701	2.98	416,389	192,806
California Central Railroad Company.....	263,146	4.45	367,758	2.26	232,750	411,569
California Southern Railroad Company.....	41,246	†	†	†	†	†
Los Angeles and Pacific Railroad Company.....	†	†	110,683	5.20	177,085	50,535
San Francisco and North Pacific Railroad Company.....	32,334	7	9,998	28	†	†
Visalia Railroad Company.....	62,384	3	15,482	†	20,000	34,750
Eel River and Eureka Railroad Company.....						
Northern California Railroad Company.....						
South Pacific Coast Railway Company*.....	696,606	1.6	82,591	4	196,688	108,550
North Pacific Coast Railroad Company.....	57,175	3.4	91,502	7	60,155	62,643
Pacific Coast Railway Company.....	†	†	24,223	5	21,051	15,814
Sonoma Valley Railroad Company.....						
Carson and Colorado Railroad Company.....	13,678	†	8,134	†	†	†
Colusa and Lake Railroad Company.....						
Arceata and Mad River Railroad Company.....	610,945	†	†	†	174,245	†
National City and Otay Railway Company.....	39,242	†	23,532	†	5,147	13,796
Nevada County Narrow Gauge.....	4,322	4.4	13,937	4.5	17,108	20,000
Nevada and California Railroad Company.....						
Visalia and Tulare Railroad Company.....						
Totals, 1888.....	18,079,724		7,961,790		8,888,474	10,675,958
Totals, 1887.....	15,576,423		5,783,729		6,999,748	7,853,632
Increase 1888 over 1887.....	{ 2,504,301 or 15%+		1,878,070 or 24%+		1,888,726 or 21%+	2,822,326 or 26%+

* Reported by Southern Pacific Company.

† Not reported.

The volume of traffic for the companies reporting to this Commission for 1888 is considerably in excess of the returns for the preceding year. The whole number of passengers carried upon the roads of the State during 1888 is reported at 18,079,724, an increase over 1887 of 2,504,301, or 13 per cent. The total tons of freight hauled in 1888 is reported at 7,661,799, an increase over 1887 of 1,878,070, or 24 per cent. The total miles run by passenger trains in 1888 is reported at 8,868,474, an increase over 1887 of 1,868,726, or 21 per cent. The total miles run by freight trains in 1888 is reported at 10,675,958, an increase over 1887 of 2,822,326, or 26 per cent.

The average passenger rate for the State, for 1888, was 2.83 cents per mile of road operated. The average freight rate for the State, for 1888, was 2 cents per mile.

TABLE No. 13.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM). STATEMENT SHOWING NUMBER OF OVERLAND PASSENGERS, EAST AND WEST, TO AND FROM CALIFORNIA, FROM JANUARY, 1889, TO SEPTEMBER, 1889, INCLUSIVE—ESTIMATED.

1889.	EASTWARD.			WESTWARD.			Grand Total.
	1st Class.	2d Class.	Total.	1st Class.	2d Class.	Total.	
January	1,705	3,003	4,708	3,684	4,978	8,662	13,370
February	2,395	2,836	5,231	3,233	3,888	7,121	12,352
March	3,434	3,996	7,430	3,053	5,883	8,936	16,366
April	4,059	4,375	8,434	2,654	5,652	8,306	16,740
May	3,402	4,329	7,731	2,605	5,196	7,801	15,532
June	2,555	3,493	6,048	2,608	4,311	6,919	12,967
July	2,131	3,248	5,379	2,800	3,662	6,462	11,841
August	2,378	3,848	6,226	2,676	4,269	6,945	13,171
September	2,434	3,596	6,030	2,726	4,651	7,377	13,407
Totals	24,493	32,724	57,217	26,039	42,490	68,529	125,746
Last year—Jan. to Sept., 1888...	22,922	36,204	59,126	30,775	46,704	77,479	136,605

The above table is an exhibit of the overland passenger business done by the Southern Pacific Company for the years 1888 and 1889, and from it we learn that in only one instance was there an increase of business in 1889 over 1888, and that was in first class passengers eastbound.

The total number eastbound for 1889, being 24,493
The total number eastbound for 1888, being 22,922

Difference in favor of 1889 of 1,571

As will be observed upon inspection of the foregoing table, there were three thousand four hundred and eighty more second class passengers eastbound in 1888 than in 1889.

There were four thousand seven hundred and thirty-six more first class passengers westbound in 1888 than in 1889.

There were four thousand two hundred and fourteen more second class passengers westbound in 1888 than in 1889.

Total eastbound in 1888.....	59,128
Total eastbound in 1889.....	57,217
Difference in favor of 1888.....	1,909
Total westbound in 1888.....	133,605
Total westbound in 1889.....	125,746
Difference in favor of 1888.....	10,859

TABLE No. 14.

Comparative statement showing local passenger rates in effect on lines of Southern Pacific Company, with similar rates east and west of Chicago, Illinois, as follows:

Rates from San Francisco to Certain Principal Points, and the Average Rate per Mile.

To Santa Rosa.....	\$2 25	75 miles.....	3.00 cents per mile.
To Lathrop, via Livermore.....	2 50	83 miles.....	3.01 cents per mile.
To Lathrop, via Antioch.....	2 50	94 miles.....	2.68 cents per mile.
To Stockton, via Livermore.....	2 50	92 miles.....	2.72 cents per mile.
To Stockton, via Antioch.....	2 50	103 miles.....	2.43 cents per mile.
To Sacramento, via Benicia.....	3 30	90 miles.....	3.67 cents per mile.
To Sacramento, via Antioch.....	3 30	151 miles.....	2.18 cents per mile.
To Auburn, via Antioch.....	4 10	187 miles.....	2.19 cents per mile.
To Auburn, via Benicia.....	4 10	126 miles.....	3.25 cents per mile.
To Marysville, via Benicia.....	4 60	142 miles.....	3.24 cents per mile.
To Marysville, via Antioch.....	4 60	204 miles.....	2.24 cents per mile.
To Tehama, via Davis.....	6 10	187 miles.....	3.26 cents per mile.
To Tehama, via Marysville.....	6 10	274 miles.....	2.23 cents per mile.
To Redding, via Davis.....	7 50	234 miles.....	3.21 cents per mile.
To Redding, via Marysville.....	7 50	321 miles.....	2.34 cents per mile.
To Colfax, via Benicia.....	5 05	144 miles.....	3.51 cents per mile.
To Colfax, via Antioch.....	5 05	205 miles.....	2.46 cents per mile.
To Truckee, via Benicia.....	8 30	209 miles.....	3.97 cents per mile.
To Truckee, via Antioch.....	8 30	271 miles.....	3.06 cents per mile.
To Merced.....	4 25	152 miles.....	2.80 cents per mile.
To Fresno.....	5 90	207 miles.....	2.85 cents per mile.
To Sumner.....	9 10	314 miles.....	2.90 cents per mile.
To Los Angeles.....	15 00	482 miles.....	3.11 cents per mile.
To Santa Barbara.....	15 00	532 miles.....	2.82 cents per mile.
To Sacramento, via Benicia.....	2 50	First class (limited).....	2.78 cents per mile.
To Santa Rosa.....	1 75	First class (limited).....	2.33 cents per mile.
To Auburn.....	3 60	First class (limited).....	2.85 cents per mile.
To Tehama.....	5 65	First class (limited).....	2.06 cents per mile.
To Lathrop, via Antioch.....	1 50	Second class.....	1.60 cents per mile.
To Stockton.....	1 50	Second class.....	1.46 cents per mile.
To Sacramento, via Benicia.....	1 50	Second class.....	1.67 cents per mile.
To Los Angeles.....	12 00	Emigrant.....	2.49 cents per mile.
To Santa Barbara.....	12 00	Emigrant.....	2.25 cents per mile.

From Los Angeles.

To Tustin.....	\$1 05	40 miles.....	2.62 cents per mile.
To Whittier.....	40	21 miles.....	1.90 cents per mile.
To Santa Monica.....	50	18 miles.....	2.72 cents per mile.
To Long Beach.....	50	24 miles.....	2.08 cents per mile.

From Chicago.

Niles, Michigan	\$2 80	94 miles	2.98 cents per mile.
Jackson, Michigan	5 80	210 miles	2.81 cents per mile.
Detroit, Michigan	8 00	286 miles	2.80 cents per mile.
Toledo, Ohio	7 00	244 miles	2.87 cents per mile.
Cleveland, Ohio	10 00	356 miles	2.84 cents per mile.
Buffalo, New York	14 00	540 miles	2.59 cents per mile.
Plymouth, Indiana	2 55	84 miles	3.04 cents per mile.
Fort Wayne, Indiana	4 45	148 miles	3.01 cents per mile.
Crestline, Ohio	8 40	279 miles	3.01 cents per mile.
Pittsburg, Pennsylvania	14 00	468 miles	2.99 cents per mile.
Dixon, Illinois	2 95	98 miles	3.01 cents per mile.
Cedar Rapids, Iowa	6 75	219 miles	3.08 cents per mile.
Council Bluffs	12 50	489 miles	2.56 cents per mile.
La Salle, Illinois	2 90	99 miles	2.93 cents per mile.
Des Moines, Iowa	10 15	358 miles	2.83 cents per mile.
Milwaukee, Wisconsin	2 55	86 miles	3.00 cents per mile.
Galesburg, Illinois	4 90	163 miles	3.00 cents per mile.
Quincy, Illinois	6 75	263 miles	2.57 cents per mile.
Bloomington, Illinois	3 75	126 miles	3.00 cents per mile.
Jacksonville, Illinois	5 35	215 miles	2.49 cents per mile.
Wheeling, West Virginia	13 60	460 miles	2.96 cents per mile.
Logansport, Indiana	3 50	117 miles	3.00 cents per mile.
Indianapolis, Indiana	5 50	194 miles	2.84 cents per mile.
Cincinnati, Ohio	8 80	294 miles	3.00 cents per mile.
Dubuque, Iowa	5 40	167 miles	3.23 cents per mile.
Rock Island, Illinois	5 15	181 miles	2.85 cents per mile.
Grinnell, Iowa	8 60	303 miles	2.84 cents per mile.
Lima, Ohio	6 25	261 miles	2.39 cents per mile.
Rochelle, Illinois	2 25	75 miles	3.00 cents per mile.
Tama, Iowa	8 10	270 miles	3.00 cents per mile.

THROUGH FREIGHT.

By inspection of Tonnage Tables, Nos. 15 and 16, the total number of pounds of through freight east and west bound for the years 1888 and 1889 may be found.

By comparing statements of 1889 with 1888 we obtain the following results at San Francisco:

San Francisco, westbound, 1888	343,337,040
San Francisco, westbound, 1889	308,558,340
Difference in pounds favor of 1888	34,778,700
San Francisco, eastbound, 1889	286,941,865
San Francisco, eastbound, 1888	247,745,015
Difference in favor of 1889	19,196,850

TABLE No. 15.
SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM). TONNAGE OF THROUGH FREIGHT, EAST AND WESTBOUND, FOR THE
NINE MONTHS ENDING SEPTEMBER 30, 1889 (IN POUNDS).

WESTBOUND, TO—										
	San Francisco.	Oakland.	Sacramento.	San José.	Stockton.	Marysville.	Los Angeles.	Portland.	Total.	
January.....	39,422,930	1,853,730	4,588,755	1,412,605	1,061,210	473,190	4,111,645	108,900	53,080,985	
February.....	26,156,220	680,480	4,453,815	1,028,755	739,350	520,340	3,771,400	74,280	37,424,680	
March.....	36,923,720	1,387,100	6,162,185	1,264,600	1,079,310	445,440	4,724,300	346,280	52,332,985	
April.....	34,502,540	1,113,850	5,125,290	1,452,515	1,530,400	626,850	3,828,785	468,280	48,648,510	
May.....	34,490,235	1,126,980	3,831,205	1,253,315	1,362,130	730,700	4,280,550	721,830	47,797,015	
June.....	30,718,905	2,260,870	4,985,635	1,981,865	2,178,970	923,135	3,985,165	320,535	47,364,980	
July.....	37,052,645	1,196,890	5,109,280	1,357,780	1,649,205	1,254,580	4,628,975	222,820	52,571,575	
August.....	36,496,850	1,527,280	5,028,062	1,723,325	1,742,530	868,210	4,848,768	339,155	52,662,160	
September.....	32,794,335	1,947,305	4,177,190	1,320,400	1,600,570	610,865	3,730,725	576,980	46,758,380	
Totals, 1889.....	308,558,340	13,083,985	43,469,367	12,785,160	12,943,675	6,543,260	37,910,313	3,277,050	438,591,150	
Totals, 1888.....	343,337,040	12,692,415	48,178,740	13,345,860	9,144,580	5,668,580	103,103,965	-----	535,471,180	
NOTE.—Freight westbound to Colton is not kept separately, but is included with that of Los Angeles.										
EASTBOUND, FROM—										
	San Francisco.	Oakland.	Sacramento.	San José.	Stockton.	Marysville.	Los Angeles.	Colton.	Portland.	Total.
January.....	17,808,960	133,565	1,945,385	1,873,505	87,365	288,160	1,286,760	895,340	470	24,270,540
February.....	18,680,740	334,740	1,897,870	476,085	420,380	69,970	2,388,355	1,238,680	1,600	25,649,370
March.....	27,904,535	459,370	2,494,100	919,100	84,625	92,700	3,989,005	2,368,740	670	38,292,845
April.....	25,813,205	1,455,575	2,403,310	964,540	124,340	131,350	5,036,905	3,231,070	20,640	39,180,935
May.....	28,721,275	3,161,555	4,006,745	769,465	93,875	154,075	4,242,025	1,948,580	3,020	43,102,615
June.....	31,906,615	4,693,145	9,505,195	828,960	66,935	156,250	3,921,450	774,340	17,120	51,870,000
July.....	35,054,310	5,398,800	16,030,625	3,201,425	1,008,780	369,520	2,153,650	424,780	12,060	63,683,970
August.....	41,680,610	4,356,575	13,694,685	7,482,910	862,615	1,617,310	1,175,635	1,076,100	62,180	72,007,640
September.....	39,371,615	2,979,370	11,716,125	12,976,490	6,189,310	1,855,570	1,810,585	2,086,370	94,600	77,082,055
Totals, 1889.....	268,941,865	22,977,695	68,794,050	29,489,470	8,898,265	4,734,305	25,994,370	14,086,960	212,370	437,119,950
Totals, 1888.....	247,745,015	16,279,545	67,568,985	31,978,710	2,559,110	5,961,745	27,439,950	6,973,980	-----	406,047,050

TABLE No. 16.

CALIFORNIA SOUTHERN RAILROAD COMPANY—CALIFORNIA CENTRAL RAILWAY COMPANY.

STATEMENT SHOWING TONNAGE HANDLED ON EASTBOUND AND WESTBOUND LINE BILLING, DURING THE TEN MONTHS ENDING OCTOBER 31, 1889.

STATIONS.	EASTBOUND.										
	January ---	February --	March ---	April ----	May -----	June -----	July -----	August ---	September.	October ---	Total.
National City.....	-----	1	1	1	1	1	11	1	1	1	19
San Diego	93	22	52	54	68	153	114	102	79	569	1,306
Colton	25	44	36	13	67	123	55	201	590	379	1,533
San Bernardino.....	245	476	1,147	923	414	115	27	71	153	749	4,320
Los Angeles	184	305	555	493	656	270	88	341	226	440	3,558
Santa Ana	45	4	68	267	57	99	-----	36	203	3	782
Riverside	226	538	858	1,135	597	47	52	28	13	841	4,335
Totals.....	818	1,390	2,717	2,886	1,860	808	347	780	1,265	2,982	15,853

STATIONS.	WESTBOUND.										
	January ---	February --	March ---	April ----	May -----	June -----	July -----	August ---	September.	October ---	Total.
National City.....	34	91	40	16	57	27	60	13	19	57	414
San Diego	1,969	679	708	531	647	725	1,408	1,135	881	600	9,283
Colton	130	30	6	1	2	4	1	3	2	2	181
San Bernardino.....	374	80	98	78	51	50	78	48	95	59	1,011
Los Angeles	3,012	1,780	1,984	1,733	2,619	2,513	2,796	1,760	1,770	1,667	21,634
Santa Ana	139	15	14	30	18	5	11	17	10	7	266
Riverside	82	23	22	22	26	10	19	10	27	20	261
Totals.....	5,740	2,698	2,872	2,411	3,420	3,334	4,373	2,986	2,804	2,412	33,050

CALIFORNIA SOUTHERN—CALIFORNIA CENTRAL.

STATIONS.	EASTBOUND.		WESTBOUND.	
	Total in Pounds, 1888.	Total in Pounds, 1889.	Total in Pounds, 1888.	Total in Pounds, 1889.
National City.....	396,000	38,000	2,700,000	828,000
San Diego	1,900,000	2,612,000	27,000,000	18,568,000
Colton	700,000	3,066,000	2,400,000	362,000
San Bernardino	5,600,000	8,643,000	6,600,000	2,022,000
Los Angeles	6,300,000	7,116,000	49,786,000	43,268,000
Santa Ana	2,488,000	1,564,000	1,400,000	532,000
Riverside	8,100,000	8,670,000	2,190,000	522,000
Totals	25,484,000	31,709,000	91,976,000	68,100,000

	Pounds.
Total eastbound in 1889	31,709,000
Total eastbound in 1888	25,484,000
Difference in favor of 1889	6,225,000
Total westbound in 1888	91,976,000
Total westbound in 1889	66,100,000
Difference in favor of 1888	25,876,000
Total difference in favor of 1888	19,651,000

COMMODITIES MOVED.

You are respectfully referred to Tabular Statement No. 17 for a complete classification of freights carried upon California railroads during the year 1888, showing the amount shipped, and the per cent of each commodity to the whole amount. Per table it will be seen that there were 7,762,035 tons hauled in 1888:

TABLE No. 17.

COMMODITY STATEMENT.

COMPANIES.	Grain, in Tons.	Per Cent.	Flour.	Per Cent.	Hay.	Per Cent.	Fruits and Veg- etables.	Per Cent.	Live Stock.	Per Cent.	Hides and Leather.	Per Cent.	Wool.	Per Cent.	Coal.	Per Cent.
Southern Pacific Co. (Pac. Sys.)	827,714	13.08	90,562	1.43	143,879	2.27	202,068	3.19	204,726	3.24	13,243	.22	26,128	.41	217,951	3.44
Central Pacific Railroad Co.*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Northern Railway Co.*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
California Pacific Railroad Co.*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Southern Pacific R. R. of Cal.*	5,918	2.50	3,203	1.35	1,615	.68	10,278	4.34	9,017	3.81	980	.41	2,583	1.09	52,274	22.06
Atlantic and Pacific Railroad Co.	11,326	3.22	-----	-----	9,891	2.81	18,936	5.38	4,891	1.39	-----	-----	783	.22	46,254	13.15
California Central Railroad Co.	7,010	1.91	3,970	1.08	11,210	3.05	18,281	4.97	7,249	1.97	-----	-----	841	.23	53,967	14.67
California Southern Railroad Co.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Los Angeles and Pacific Ry. Co.†	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
S. F. & N. P. R. R. Co.	3,746	3.38	837	.76	1,620	1.45	4,483	4.05	2,510	2.27	-----	-----	1,055	.98	-----	-----
Visalia Railroad Co.	1,870	-----	100	-----	1,188	-----	120	-----	332	-----	-----	-----	-----	-----	-----	-----
El River and Eureka R. R. Co.	3,588	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	277	-----	-----	-----
Northern California R. R. Co.†	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
South Pacific Coast Railway Co.*	205	.25	-----	-----	988	1.19	3,641	4.41	1,680	2.03	-----	-----	-----	-----	-----	-----
North Pacific Coast Railroad Co.	27,883	30.27	-----	-----	-----	-----	-----	-----	1,938	2.00	100	.01	145	.01	3,311	3.00
Pacific Coast Railway Co.†	115	.48	80	.32	15	.07	801	3.30	8	.03	-----	-----	-----	-----	-----	-----
Sonoma Valley Railroad Co.	-----	-----	-----	-----	-----	7.00	-----	-----	-----	-----	-----	-----	-----	1.00	-----	-----
Carson and Colorado R. R. Co.	-----	6.50	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Colusa and Lake Railroad Co.	8,000	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Arcata and Mad River R. R. Co.	-----	-----	-----	-----	-----	-----	1,384	-----	-----	-----	-----	-----	-----	-----	-----	-----
National City and Otay Ry. Co.†	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Nevada County Narrow Gauge†	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Nevada and California Railroad	286	-----	145	-----	-----	-----	621	-----	10	-----	15	-----	61	-----	-----	-----
Visalia and Tulare Railroad†	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Totals	897,461	-----	98,897	-----	170,406	-----	260,663	-----	282,361	-----	14,348	-----	31,873	-----	378,857	-----

TABLE No. 17—Continued.

COMPANIES.	Wood and Tan Bark.	Per Cent.	Lumber, Shingles, and Shakes.	Per Cent.	Wine.	Per Cent.	Petro- leum and Other Oils.	Per Cent.	Cement, Brick, Lime, and Stone.	Per Cent.	Merchan- dise.	Per Cent.	Compe- ny's Freight.	Per Cent.	Total Freight Tonnage.	Per Cent.
Southern Pacific Co. (Pac. Sys.)	184,557	2.92	672,533	10.63			85,328	1.36	201,492	3.18	870,452	13.76	1,391,937	22.01	6,325,326	100
Central Pacific Railroad Co.*																
Northern Railway Co.*																
California Pacific Railroad Co.*																
Southern Pacific R. R. of Cal.*																
Atlantic and Pacific Railroad Co.	13,433	5.67					13,603	5.74	3,287	1.39	68,248	28.81			236,922	100
California Central Railroad Co.			60,095	17.09			7,696	2.18	53,155	15.11	75,617	21.51			351,701	100
California Southern Railroad Co.			56,370	15.33			8,703	2.37	49,384	13.43	73,461	19.97			367,758	100
Los Angeles and Pacific Ry. Co.†																
S. F. & N. P. R. R. Co.			30,759	27.80	7,418	6.70			11,600	10.49	41,231	37.25			110,683	100
Visalia Railroad Co.			1,161				130		413		3,365				9,998	100
Eel River and Eureka R. R. Co.			67,087								9,865				82,691	100
Northern California R. R. Co.†																
South Pacific Coast Railroad Co.*	26,209	31.73	25,160	30.47							22,737	27.53			82,591	100
North Pacific Coast Railroad Co.			21,770	23.79							13,552	14.92			91,503	100
Pacific Coast Railway Co.†	1,524	.16			5,060	20.90			3,152	13.00	14,050	58.04			24,223	100
Sonoma Valley Railroad Co.			380	1.56						50.00					2,600	100
Carson and Colorado R. R. Co.		10.50									134				8,134	100
Colusa and Lake Railroad Co.															58,968	100
Arcata and Mad River R. R. Co.			45,211								7,963					
National City and Otay Ry. Co.†																
Nevada County Narrow Gauge†									95		241				13,937	100
Nevada and California Railroad	8,084		3,000													
Visalia and Tulare Railroad†																
Totals.	293,757		983,536		12,478		115,430		322,578		322,578		1,391,937		7,762,035	

* Reported by Southern Pacific Company.

† Not reported.

‡ Bituminous rock—19,063 tons—20 per cent.

TABLE No. 18.
STATEMENT OF EQUIPMENT AND NUMBER OF EMPLOYEES—1888.

NAME OF COMPANY.	Number of Employees.	Number of Locomotives Operated.	Number of Passenger Cars Operated.	Number of Freight Cars Operated (Box).	Number of Freight Cars Operated (Flat-form and Fruit).	Number of Work Cars, etc., Operated.	Number of Stations in California.
Southern Pacific Company	16,854	702	886	8,097	5,436	551	897
Central Pacific Railroad Company*							
Northern Railway Company*							
California Pacific Railroad Company*							
Southern Pacific Railroad Company of California*							
Atlantic and Pacific Railroad Company	920	15	3	73	159	None.	26
California Central Railway Company	717	14	10	10	43	60	†
California Southern Railroad Company	747	7	10	31	47	34	†
Los Angeles and Pacific Railroad Company	33	4	12	None.	5	None.	†
San Francisco and North Pacific Railroad Company	325	15	43	78	223	93	37
Visalia Railroad Company	9	3	2	None.	None.	None.	2
Eel River and Eureka Railroad Company	65	3	4	10	155	1	9
Northern California Railroad Company	34	2	2	6	13	3	†
South Pacific Coast Railroad Company*							
North Pacific Coast Railroad Company	339	10	30	30	251	15	48
Pacific Coast Railway Company	76	5	9	22	177	25	21
Sonoma Valley Railroad Company	† 321	3	6	4	30	8	13
Carson and Colorado Railroad Company							6
Colusa and Lake Railroad Company	19						
Arcata and Mad River Railroad Company	37	2	2	4	10	None.	†
National City and Otay Railway Company	58	4	2	2	165	14	1
Nevada County Narrow Gauge	43	7	10	4	26	None.	18
Nevada and California Railroad Company	27	3	4	20	25	None.	†
Visalia and Tulare Railroad Company	8	3	2	8	21	18	2
		1	2	1	None.	None.	2
Totals, December 31, 1888	20,632	803	1,029	8,400	6,786	812	1,082
Totals, December 31, 1887	17,085	616	790	7,573	4,913	488	
Total increase, 1888 over 1887	3,547	187	249	827	1,873	324	

* Reported by Southern Pacific Company.

† Not reported.

‡ Operated by the San Francisco and North Pacific Railroad Company.

§ Operated by the Carson and Colorado Railroad Company of Nevada.

The foregoing statement of equipment, No. 18, shows that there were operated by the several railroad companies during the year 1888, 803 locomotives, 1,039 passenger cars, 8,400 box cars, 6,786 platform and fruit cars, and 812 work cars. This shows an increase over 1887 of 187 locomotives, 249 passenger cars, 827 box cars, 1,873 platform and fruit cars, and 324 work cars. The railroads employ in their operation one locomotive to each 4.94 of a mile, one passenger car to each 3.81 of a mile, and 3.8 freight cars to each one mile of road operated.

EMPLOYÉS.

The total number of employés reported by the railroad companies in California for 1888 was twenty thousand six hundred and thirty-two (20,632). In 1887 the number employed was 17,085—an increase in 1888 of 3,547, or 17 per cent.

WAGES.

An exhibit is made in Table No. 19 of wages received by the different classes of railroad employés in this State.

TABLE No. 19.
STATEMENT OF WAGES RECEIVED BY RAILROAD EMPLOYÉS.

COMPANIES.	General Office Clerks.	Station Agents.	Engineers.	Firemen.	Conductors.	Brakemen.	Machinists.	Carpenters.	Section Men.	Telegraph Operators.	Laborers.
Southern Pacific Company.....	\$2 71	\$1 66	\$3 84	\$2 04	\$3 59	\$2 38	\$3 53	\$2 97	\$1 51	\$2 12	\$2 26
Atlantic and Pacific Railroad Co.....	1 87	2 12	3 58	1 86	2 77	1 60	2 75	2 10	1 80	1 79	1 58
California Central Railway Company.....	2 60	2 41	4 17	2 37	3 09	2 48	3 01	3 01	2 00	2 41	1 94
California Southern Railroad Co.....	2 60	2 49	4 44	2 57	3 03	2 45	2 81	3 00	2 00	2 64	2 00
Los Angeles and Pacific Railway Co.....	2 50	3 23	3 00	2 00	2 00	2 00	3 00	2 50	2 25	2 05	2 05
Visalia Railroad Company.....	.....	.....	3 61	.....	1 97	1 97	.....	.....	2 50	.....	2 00
Eel River and Eureka Railroad Co.....	.....	2 16	2 50	1 16	2 50	1 16	.....	3 50	.....	.....	2 00
North Pacific Coast Railroad.....	2 65	2 00	4 00	2 25	3 00	2 00	3 50	3 50	1 10	2 00	3 00
Pacific Coast Railway Company.....	2 05	2 34	4 00	2 00	2 79	1 80	3 28	3 75	1 60	82	2 00
National City and Otay Railroad Co.....	2 83	1 14	3 50	2 25	2 80	2 15	3 00	3 00	1 85	.....	.....
Nevada County Narrow Gauge.....	.....	3 33	3 87	2 50	3 58	2 50	3 75	3 75	1 55	.....	.....

FUEL.

The total number of tons of fuel consumed in 1888 was 814,707, at a cost of \$5,505,325 21, of which total cost the Southern Pacific Company expended \$4,804,853 55.

The Atlantic and Pacific Railroad Company purchased coal and wood at the least cost, namely, coal, \$1 81 per ton; wood, \$1 per cord.

The North Pacific Coast paid most for coal, viz.: \$12 55 per ton.

The Pacific Coast Railway Company paid most for wood, viz.: \$5 36 per cord.

The Southern Pacific Company used 67.28 pounds of coal per mile, and the Atlantic and Pacific used 96.74 pounds per mile.

TABLE No. 20.
SHOWING CONSUMPTION OF FUEL AND COST IN 1888.

COMPANIES.	Coal—Tons.	Cost per Ton.	Wood—Cords.	Cost per Cord.	Total Fuel Consumed, in Tons.	Total Cost of Fuel.	Average Pounds Consumed per Mile.
Southern Pacific Company (Pacific System)	655,251	\$6 72	96,299	\$4 17	703,400	\$4,804,853 55	67.28
Central Pacific Railroad Company*							
Northern Railway Company*							
California Pacific Railroad Company*							
Southern Pacific Railroad Company of California*							
Atlantic and Pacific Railroad Company	35,817	1 81	96	1 00	35,865	64,924 77	96.74
California Central Railway Company	21,091	10 13	240	5 00	21,091	214,851 83	46.34
California Southern Railroad Company	31,131	8 75	402	5 00	31,533	274,405 25	62.75
Los Angeles and Pacific Railway Company†							
San Francisco and North Pacific Railroad Company	5,294	8 45	3,235	4 30	6,881	68,393 80	56.00
Visalia Railroad Company			509	4 50	254	2,290 00	
Eel River and Eureka Railroad Company			1,246	3 50	623	4,361 00	
Northern California Railroad Company†							
South Pacific Coast Railway Company*							
North Pacific Coast Railroad Company	1,491	12 55	5,260	3 60	9,380	37,648 05	73.00
Pacific Coast Railway Company	2,214	9 48	689	5 86	3,177	24,176 86	43.27
Sonoma Valley Railroad Company	567	8 00	125	4 00	629	5,036 00	34.00
Carson and Colorado Railroad Company†							
Colusa and Lake Railroad Company†							
Arcata and Mad River Railroad Company			1,342	2 50	671	3,355 00	
National City and Otay Railway Company†							
Nevada County Narrow Gauge			1,785	3 50	883	6,247 50	
Nevada and California Railway Company			1,320	3 32	260	4,382 40	48.70
Visalia and Tulare Railroad Company			100	4 00	50	400 00	
Totals	752,826		112,628		814,707	\$5,506,325 21	

* Reported by Southern Pacific Company.

† Not reported.

STATIONS.

The total number reported is 1,079.

WOODEN BRIDGES.

The total number of wooden bridges reported in the State is 1,391.

IRON BRIDGES.

Total number reported, 36.

TRESTLES.

Aggregate length of trestles reported is 388,500 feet, or 73.50 miles.

TUNNELS.

Total number of tunnels reported is 76, with aggregate length of 58,443 feet, or 11 miles.

ACCIDENTS.

Attention is called to Comparative Table No. 21 for detailed statement of casualties for 1887 and 1888. The total number killed in 1888 was 175; in 1887, 123; an increase of 52, or 30 per cent. The total number injured in 1888 was 838; in 1887, 569; an increase of 269, or 33 per cent.

TABLE No. 21.

CASUALTIES AND CAUSES OF SAME.

CAUSES.	Killed. 1887.	Injured. 1887.	Killed. 1888.	Injured. 1888.
Collisions	11	66	13	108
Derailments	2	163	6	30
Coupling cars	3	23	7	189
Grade crossings	3	8	8	16
Other causes	107	315	141	495
Totals	123	569	175	838

CONCLUSION.

In this, tenth annual report, appears for the first time a brief history and description of the railroad systems of the State, showing the conditions of each, the topography of the country through which they pass, and the principal commodities moved.

The cost per mile of the several railroad systems is shown, and although the figures in some instances seem excessive, and even fictitious, they are given to the public as they are collated by the Commission from the reports filed in this office, which reports are, in all instances, sworn to by the President and Secretary of each company.

The amount of money received by the companies from mails, express, sleeping car service, and extra baggage is for the first time shown.

Tables as follows are for the first time exhibited:

- Showing gross earnings and operating expenses per mile of road.
- Showing percentage of operating expenses to gross earnings.
- Showing percentage of net income to cost.
- Showing percentage of net income to gross income.
- Showing deductions from gross income to produce net income.
- Showing increase and decrease of earnings.
- Showing commodities moved.
- Showing statement of wages.
- Showing cost of, and amount of fuel used.
- Showing number of stations, wood bridges, iron bridges, trestles, and tunnels.

All of above tables are interesting, and discover a great number of results that are valuable to the public.

During the past year seven more railroad companies have been brought under the jurisdiction of this Commission, adding some one hundred and eighty-five miles to the mileage of the State. While these roads do not represent a very vast mileage, the commodity moved, and passengers carried, amount to a very considerable figure.

We think it opportune in conclusion to refer to a subject which, during the last year or two, has forced itself on the attention of every one connected with railway management, control, or regulation, and to which this Commission has given watchful attention. We refer to the operation of the Interstate Commerce Act. After very diligent inquiry, we are inclined to the belief that the fourth section of the Act, known as the long and short haul clause, is prejudicial to the interests of our State. Our people are large consumers of all the manufactures and many of the products of the Eastern States, and are vitally interested in securing advantageous rates for the transportation from remote States, which manufacture largely and cheaply, or supply the products we need. Within a very few years our people have become large producers of commodities for which the home market is very limited, but for which there is a vast market in the Eastern States, and to the expansion of the marketing area for our products, we must, in a large measure, look for continued prosperity. Any law restricting our markets, whether as consumers or producers, is of doubtful public utility. There can be nothing wrong or harmful to the interests of the people of this nation in the greatest freedom for interchange of commodities between the East and West, and the law which makes the rates and facilities to or from remote sections of this great country dependent on the interests of intervening sections of comparatively trifling importance to us, cannot be beneficial in its results to this State. This we think wrong on the highest public grounds, nor can we conceive it to be in any sense to the real interest of our people. Although the functions of

this Commission are necessarily and properly regulative, we think it well not to lose sight of the fact that our own railways are very large distributors of moneys in our midst, a large proportion of their earnings returning into general circulation, which is not the case with foreign carriers. On the whole, we feel justified under every wise consideration in entertaining the hope that considerate and timely national legislation will obviate the anomalies which the present Federal law regulating carriers has produced.

Respectfully,

A. ABBOTT,
P. J. WHITE,
JAMES W. REA,

Board of Railroad Commissioners.

VARNEY W. GASKILL,
Secretary.

PART II.

1

1

REPORT

OF THE PROCEEDINGS OF THE BOARD OF RAILROAD COMMISSIONERS
FOR THE YEAR 1889.

OFFICE STATE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, January 21, 1889. }

JAMES FINLAYSON vs. SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

At a regular meeting of the Board on above date, complaint of James Finlayson vs. San Francisco and North Pacific Railroad Company was read. The Secretary was directed to notify the San Francisco and North Pacific Railroad Company to be present on January 29, 1889, to show cause why rates had been raised.

COMPLAINT.

SAN FRANCISCO, January 17, 1889.

Mr. V. W. GASKILL, Secretary Railroad Commissioners:

DEAR SIR: I would like to draw the attention of the Board to what appears to my mind to be an act of injustice to the shippers of brandy by the San Francisco and North Pacific Railroad Company (the Donahue line). Within the last few months the carload (of ten tons) rate from Healdsburg to San Francisco has been raised from \$33 to \$46 per car. Is there not a clause in the new Constitution of California prohibiting railroad companies from raising their rates after having once lowered them. The highest rate that I have paid in the past five years has been \$35 per car.

I am respectfully yours,

JAMES FINLAYSON,
318 Front Street, San Francisco.

On March 15, 1889, a regular meeting of the Board was held, at which meeting the San Francisco and North Pacific Railroad Company appeared in answer to complaint of James Finlayson and filed the comparative statements which follow. These comparative statements showing a reduction of 88 cents per ton since the western classification took effect on July 23, 1888, and being a reduction of nearly 20 per cent on former rates, the complaint of James Finlayson was dismissed.

COMPARATIVE STATEMENTS.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD.

Miles.	STATIONS.	OLD FREIGHT TARIFF.										NEW FREIGHT TARIFF.									
		1.	2.	3.	4.	A.	B.	C.	D.	E.	M.	1.	2.	3.	4.	5.	A.	B.	C.	D.	E.
15	San Rafael.....	11	11	11	7	14	13	12	11	10	11	10	9	7	5	10	16	16	16	14	12
37	Petaluma.....	23	14	11	7	17	16	15	14	12	28	15	10	7	5	10	16	16	16	14	12
52	Santa Rosa.....	39	30	22	15	27	26	25	24	20	39	25	18	15	13	24	26	24	22	20	18
67	Healdsburg.....	50	50	37	25	35	34	33	32	28	50	35	27	23	20	36	34	32	30	28	26
75	Geyserville.....	56	56	45	30	39	38	37	36	32	56	39	31	27	24	40	38	36	34	32	30
85	Cloverdale.....	63	63	43	32	43	42	41	40	36	64	40	32	28	25	42	40	38	36	34	32
72	Guerneville.....	54	54	42	28	37	36	35	34	31	54	40	32	28	25	40	38	36	34	32	30
38	Sonoma.....	23	20	15	10	—	—	—	—	—	32	20	15	12	10	18	24	22	20	18	16
45	Glen Ellen.....	34	30	21	15	—	—	—	—	—	37	25	18	15	13	24	26	24	22	20	18

Class Max., 1, 2, 3, and 4, cents per 100 pounds.

Class 5, A, B, C, D, and E, dollars per carload, 20,000 pounds.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD.

STATIONS.	OLD TARIFF.									NEW TARIFF.								
	Wheat	Flour	Wine	Sheep	Live Stock	Grapes	Salt	Lime	Wool, Hops	Wheat	Flour	Wine	Sheep	Live Stock	Grapes	Salt	Lime	Wool, Hops
San Rafael	100	100	120	13	15	120	120	120	233	100	100	100	10	12	100	100	100	150
Petaluma	100	100	137	13	15	150	150	150	283	100	100	100	10	12	100	100	100	180
Santa Rosa	280	290	225	18	22	250	250	250	473	180	200	220	15	20	220	182	220	360
Healdsburg	335	335	230	20	27	330	330	330	583	260	300	270	18	23	270	280	300	540
Geyersville	375	375	325	22	29	370	370	370	680	300	360	300	20	25	300	335	340	620
Cloverdale	400	400	357	22½	30	410	410	410	716	320	375	320	20	25	330	350	360	640
Guerneville	350	350	305	20	29	350	350	350	616	300	375	290	18	23	290	350	340	640
Sonoma	150	150	180	20	20	200	200	200	333	150	150	170	13	18	170	140	200	400
Glen Ellen	225	225	270	30	30	300	300	300	433	180	200	220	15	20	220	182	220	500

SAN FRANCISCO AND NORTH PACIFIC RAILROAD.										NORTHERN DIVISION—SOUTHERN PACIFIC COMPANY.									
Miles	Wheat	Flour	Wine	Sheep	Live Stock	Grapes	Salt	Lime	Hops, Wool	Wheat	Flour	Wine	Sheep	Live Stock	Grapes	Salt	Lime	Hops, Wool	
15	100	100	100	10	12	100	100	100	150	100	100	100	10	10	140	100	100	166	
57	100	100	100	10	12	100	100	100	150	100	140	140	10	12	160	140	120	233	
52	180	200	220	15	20	220	182	220	360	180	200	200	14	18	240	160	160	333	
67	260	300	270	18	23	270	280	300	540	280	360	320	15	19	300	300	240	600	
75	300	360	300	20	25	300	335	340	620	300	460	380	18	22	500	320	280	706	
85	320	375	330	20	25	330	{ 350 } 360	360	640	325	500	460	23	28	540	380	340	833	
72	300	375	290	18	23	270	350	340	640	300	390	360	18	22	420	320	260	633	
38	150	150	170	15	18	170	140	200	400	100	160	140	10	12	180	140	120	296	
45	180	195	220	15	20	220	182	220	500	125	180	160	12	15	200	150	140	300	

Wheat, flour, wine, grapes, salt, lime, hops, and wool—cents per ton.
 Sheep and live stock—dollars per carload.

HEALDSBURG AND SAN FRANCISCO.

ARTICLES.	OLD.		NEW.	
	Class.	Per 100.	Class.	Per 100.
Asphaltum or bituminous rock	4	\$0 25	4	\$0 20
Ale and porter (in packing cases)	4	25	3	23
Apples	4	25	4	20
Apples, dried (in sacks)	3	37	3	23
Bark (in sacks)	3	37	3	23
Bath tubs	2	50	D 1	70
Billiard tables, old	2	50		17½
Boilers, under twenty-eight feet	3	37	1	35
Bottles, old (in boxes, casks, or barrels)	2	50	2	27
Box shooks	4	25	4	20
Bran and millstuff	5	16	8	14
Butter	1	50	1	35
Barrels, empty, estimated 100 pounds each (each)	2	50		26
Berries (in chests)	2	50	1	35
Bones, fertilizer	4	25	4	30
Bags, grain	4	25	4	20
Bags, flour	3	37	1	35
Metal, base	4	25	4	20
Burlap (in bales for hops)	4	25	4	20
Cheese	2	50	1	35
Cider (in wood or regular packing cases)	4	25	4	20
Cigars	2	50	1	35
Coal oil (in cans)	2	50	3	23
Coal oil (in barrels)	3	37	3	23
Coal oil (in iron tanks)	3	37	3	23
Crockery	3	37	3	27
Calves (dead)	1	50	3	23
Casks, pipes, and puncheons, empty, estimated 320 pounds each (actual weight)	2	50	D 1	50
Cement and lime	4	25	4	20
Canned goods	4	25	4	20
Charcoal	2	50	3	23
Doors	3	37	4	20
Earthenware	3	37	2	27
Eggs (in boxes)	1	50	1	35
Flour	8	16½	8	15
Fruit, green	2	50	4	20
Eureka and excelsior	2	50	3	23
Fish, fresh	2	50	1	35
Furniture, old	2	50	1	35
Poultry and fowls	1	50	1	35
Fowls, dressed	2	50	1	35
Grain, per ton		3 35		2 75
Granite	4	25	4	20
Grapes, wine	4	25	8	15
Grape sacks (in bales)	4	25	4	20
Grape cuttings	3	37	2	27
Glass, plate (large)	1	50	2	27
Glass, common	1	50	4	20
Hay (in bales)	2	50	2	35
Hides, green	4	25	3	23
Hides, dry (in bundles)	3	37	2	27
Hops (in bales)	3	37	2	27
Hogs, per car		27 00		23 00
Live stock, L. C. L.	4	25	3	23
Ice	4	25	3	23
Iron, scrap	4	25	4	20
Laths	4	25	4	20
Lime (in barrels)	4	25	4	20
Lumber, 10 per cent off	4	25	4	20
Malt	3	37	4	20
Marble, rough	4	25	4	20
Millstuff	8	16	8	14
Mineral water	3	37	4	20
Musical instruments, piano, estimated 1,500 pounds (actual weight)	2	50	M	50

HEALDSBURG AND SAN FRANCISCO—Continued.

ARTICLES.	OLD.		NEW.	
	Class.	Per 100.	Class.	Per 100.
Musical instruments, organ, estimated 800 pounds (actual weight).....		25	M	50
Musical instruments, melodeon, 600 pounds (actual weight).....	2	50	M	50
Meat, fresh.....	2	50	3	25
Nuts.....	3	37	1	35
Onions.....	4	25	3	23
Potatoes.....	4	25	4	20
Poultry.....	1	50	1	35
Paint.....	4	25	4	20
Paper, wrapping.....	4	25	4	20
Pipe, iron.....	4	25	4	20
Pipe, sewer.....	3	37	3	23
Plants.....	1	50	1	35
Plaster.....	4	25	4	20
Rags (in bales and bundles).....	3	37	3	23
Rags in bags.....	3	37	2	27
Rope.....	3	37	4	20
Rice.....	4	25	4	20
Salt.....	4	25	4	20
Sheep (carload).....		20 00		18 00
Stone, rough.....	4	25	4	20
Stone, dressed.....	3	37	4	20
Stove fixtures.....	2	50	3	23
Soda water.....	4	25	4	20
Saddlery.....	2	50	1	35
Scales, s. u.....	2	50	1	35
Shooks, boxed.....	4	25	4	20
Sugar.....	4	25	4	20
Staves and headings.....	4	25	4	20
Tallow.....	4	25	4	20
Tile, drain.....	3	37	3	23
Tin plate.....	4	25	4	20
Trees (in bundles).....	3	37	3	23
Trees (in boxes).....	2	50	1	35
Trunks (filled).....	2	50	1	35
Tar and pitch.....	4	25	4	20
Tiling, floor and roof.....	3	37	4	20
Tobacco.....	3	37	3	23
Vinegar.....	4	25	4	20
Vegetables.....	3	37	1	35
Vehicles, estimated weights.....	4	25	3	23
Wine, C. L.....	S	14½		13½

TONNAGE AND RECEIPTS BETWEEN SAN FRANCISCO AND HEALDSBURG, AUGUST 1 TO DECEMBER 31, 1887 AND 1888.

MONTH.	1888.		1887.	
	Pounds.	Amount.	Pounds.	Amount.
August.....	1,703,504	\$3,259 55	1,187,505	\$2,828 00
September.....	1,898,775	3,102 95	1,165,995	2,824 80
October.....	1,839,026	3,418 15	1,732,110	3,220 07
November.....	811,830	1,812 80	1,135,140	2,330 75
December.....	605,080	1,203 90	583,110	1,380 70
	6,858,215	\$12,797 35	5,803,860	\$12,584 32

Average, 1888, \$3 45 per ton. Average, 1887, \$4 33 per ton.

The above shows a reduction of 88 cents per ton since the western classification took effect, July 23, 1888, being a reduction of nearly 20 per cent on former rates.

TICKET RATES REDUCED FIFTEEN PER CENT.

At a regular meeting of the Board, on March 15, 1889, ticket rates on the San Francisco and North Pacific Railway Company were reduced 15 per cent.

GENERAL CONFERENCE OF RAILROAD COMMISSIONERS.

INTERSTATE COMMERCE COMMISSION, OFFICE OF THE SECRETARY, }
WASHINGTON, December 28, 1888.

To the Honorable the Railroad Commissioners of the State of California, San Francisco, California:

GENTLEMEN: A suggestion has been made, in view of the importance that the various State Railroad Commissions should be brought as far as possible into harmony and coöperation with this Commission, that it may be advisable to call a general meeting of the Commissioners of the various States, to be held in Washington some time in the spring of 1889, for the purpose of a general conference.

This suggestion impresses the Interstate Commerce Commission favorably. Its members would be glad of an opportunity to make the personal acquaintance of the various members of the State Commissions, and there are several matters connected with the administration of the law as applied to the regulation of the railway system of the country, in respect to which unity of action and harmony of purpose among all those charged with such administration is exceedingly desirable.

Please consider the subject, and at an early date inform this Commission whether the project meets with your approval, and whether, in case a request for such a convention should be made, we could rely upon your attendance.

Very respectfully,

EDW. A. MOSELEY,
Secretary.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., January 9, 1889.

EDWARD A. MOSELEY, Esq., Secretary Interstate Commerce Commission, Washington, D. C.:

DEAR SIR: In reply to yours of December 28, 1888, will say, that the project as proposed meets with the hearty approval of this Commission; and, notwithstanding the fact that we are so far away, we will be pleased to be on hand when notified of date of convention.

Very respectfully,

V. W. GASKILL,
Secretary.

INTERSTATE COMMERCE COMMISSION, OFFICE OF THE SECRETARY, }
WASHINGTON, January 31, 1889.

To the Honorable Board of Railroad Commissioners:

SIR: The State Railroad Commissions, with gratifying unanimity, have heartily approved the suggestion for a general meeting, and many who desire to attend have indicated the first week in March as the most convenient time.

You are therefore invited to participate in a general conference of Railroad Commissioners, to be held at the office of the Interstate Commerce Commission, No. 1317 F Street, in the City of Washington, at 11 o'clock A. M., on the fifth day of March, 1889.

Among the subjects which may be properly considered are the following:

Railway statistics, with especial reference to the formulation of a uniform system of reporting.

Classification of freight, its simplification and unification.

Railway legislation, how to obtain harmony in.

Railway construction, should regulation be provided?

And such other topics affecting State and interstate commerce as may be brought forward by members of the conference, the above suggestions not being designed to exclude the consideration of any other subjects of common interest.

An opportunity will also be afforded for consultation in respect to the heating and lighting of cars, automatic car-coupling, continuous train-brakes, and other matters now more particularly within the sphere of State authority.

Brief papers are invited from members of the conference upon any topic deemed of importance. Arrangements will be made for preserving a permanent record of the proceedings.

Respectfully yours,

EDW. A. MOSELEY,
Secretary.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., February 25, 1889.

EDW. A. MOSELEY, *Esq.*, *Secretary Interstate Commerce Commission, Washington, D. C.*:

DEAR SIR: On account of lack of funds this Commission will not be able to appear at the general conference of Railroad Commissioners, to be held at Washington, D. C., on March 5, 1889. The Hon. Jas. W. Rea, of this Commission, who is now visiting Washington in a private capacity, will represent California at the conference.

Yours very truly,

V. W. GASKILL,
Secretary.

ELECTION OF BAILIFF.

At regular meeting of Board, held on January 29, 1889, Louis Montgomery, of San José, was elected Bailiff of the Commission, to take office on February 1, 1889.

RAILROAD COMPANIES ORDERED TO FURNISH TARIFFS.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., February 4, 1889.

DEAR SIR: You will furnish this Commission, at your earliest convenience, with a copy of every tariff, both passenger and freight, in use on your road on the date of the receipt of this request. This is done so that the Commission can approve all existing tariffs.

In future you will please furnish this office with a copy of any tariff before the same is put into effect, so that the same may be approved by this Board.

Yours respectfully,

V. W. GASKILL,
Secretary.

EDWARD FISHER VS. SOUTHERN PACIFIC COMPANY.

At a regular meeting of the Board, held on February 15, 1889, complaint of Edward Fisher, of Vacaville, was read, and as a result of said complaint and the proceedings that followed, rates were reduced 20 per cent.

COMPLAINT.

THE BANK OF VACAVILLE, }
VACAVILLE, CAL., February 7, 1889.

A. ABBOTT, *Esq.*:

DEAR SIR: I have been requested by several of the citizens of this vicinity to notify you, as Railroad Commissioner, in regard to the rates of fare as charged by the railroad of this place. They are charging at the rate of 6 cents or 7 cents per mile, which we think is an outrage. The fare from Elmira to Vacaville is 25 cents (4 miles); from Elmira to Winters, \$1 (15 miles); Elmira to Madison (23 miles), \$1 75, and so on, and hope you will please investigate this matter at your next session of the Board, and oblige,

Yours truly,

EDW. FISHER.

ANSWER.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, CAL., February 20, 1889.

EDWARD FISHER, *Esq.*, *Cashier Bank of Vacaville, Vacaville, California*:

DEAR SIR: Yours of February seventh in relation to excessive passenger rates on Vacaville Division, at hand.

In reply would state that mileage rate has never been fixed on that division on account of the limited amount of travel; but passenger rates all over the State are to be adjusted in a short time, and then your case will be looked into, and rates fixed that are fair to the traveling public and the railroad company.

Yours very truly,

V. W. GASKILL,
Secretary.

REDUCTION OF TWENTY PER CENT IN TICKET RATES.
SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM).—CLEAR LAKE DIVISION.

Miles from Elmitra.	Station Numbers.	Stations.	Elmitra.	Vacaville.	Violet.	Hartley.	Allendale.	Wolfskill.	Winters.	Ely.	Citrona.	Madison.	Esperanza.	Capay.	Cadanassa.	Tancred.	Surrey.	Amaranth.	Guinda.	Sauterne.	Cashmere.	Rumsey.
4.24	CL 4	Elmitra.....	20																			
6.13	CL 6	Vacaville.....	25	10																		
8.95	CL 9	Violet.....	40	20	15																	
10.90	CL 11	Hartley.....	45	30	20	10																
14.53	CL 15	Allendale.....	60	45	35	25	15															
16.50	CL 17	Wolfskill.....	70	50	45	35	25	10														
20.87	CL 21	Winters.....	85	60	50	40	30	20	10													
24.02	CL 24	Ely.....	100	80	75	65	55	40	35	15												
27.35	CL 27	Citrona.....	110	95	85	75	70	55	45	30	15											
30.45	CL 30	Madison.....	125	105	100	90	80	65	55	40	30	15										
33.05	CL 33	Esperanza.....	135	120	110	100	90	75	60	40	30	15										
37.15	CL 37	Capay.....	150	135	125	115	105	95	85	70	55	40	30	20								
41.35	CL 41	Cadanassa.....	170	150	145	130	125	110	100	85	70	60	45	35	20							
43.85	CL 44	Tancred.....	180	160	155	145	140	135	120	110	95	80	70	55	45	30	10					
44.85	CL 45	Surrey.....	180	165	155	145	140	135	120	110	95	80	70	55	45	30	10					
46.05	CL 46	Amaranth.....	185	170	160	150	145	140	130	120	105	90	75	65	50	40	20	10				
48.75	CL 47	Guinda.....	190	175	165	155	145	140	130	125	105	90	75	65	50	40	20	10	10			
48.45	CL 48	Sauterne.....	195	180	170	160	155	140	130	125	105	90	75	65	50	40	20	10	10	10		
51.05	CL 51	Cashmere.....	205	190	180	170	165	150	140	125	110	95	85	75	60	40	30	20	10	10	10	
60.32	1	Rumsey.....	210	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25
60.32	1	San Francisco.....	210	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25
29.47	103	Sacramento.....	120	140	145	160	165	180	190	205	220	230	245	255	270	290	300	300	305	310	4.05	4.15

JOHN F. CUNNINGHAM vs. SOUTHERN PACIFIC COMPANY
(SOUTH PACIFIC COAST RAILWAY DIVISION).

On January 29, 1889, J. F. Cunningham et al. filed a complaint against the Southern Pacific Company (the South Pacific Coast Railway Division), praying that freight rates on certain material from Boulder Creek to San José be fixed at former rates.

The complaint, summons, return of service of summons, answer, letter of E. J. Martin, letter of Richard Gray, tariff with reductions, dismissal of plaintiff's attorneys, letter of Creed Haymond, dismissal of the action, are as follows:

COMPLAINT.

Before the Board of Railroad Commissioners of the State of California.

J. F. CUNNINGHAM, S. H. RAMBA, W. P. YOUNG, C. C. ROGERS, W. ALLEN, and
GEO. H. CHAPPELL, *Complainants,*
vs.
THE SOUTH PACIFIC COAST RAILWAY COMPANY, *Defendant.*

Now come the complainants above named, and complain of the defendant above named, and for cause of complaint aver:

That the defendant is now, and for more than six months continuously last past has been, a railroad corporation, carrying passengers and freight for hire, as a common carrier, between the Town of Boulder Creek, in the County of Santa Cruz, and the City of San José, in the County of Santa Clara, and other points within the State of California.

That the plaintiffs are residents of said Town of Boulder Creek and vicinity, and producers and interested in the production of cordwood, shingles, and split material, at said Town of Boulder Creek and its vicinity, and the shipment thereof by the railroad of defendant, commonly known as the "Narrow Gauge" Road, from said Town of Boulder Creek to said City of San José.

That for many months last past the rates of freight upon said cordwood and other material established, charged, and collected by the defendant, and paid by these plaintiffs, between said points, have been, and up to December 1, 1888, continued to be, as follows:

For redwood, per cord	\$1 35
For pine and rough hardwood, per cord	1 85
For peeled oak, per cord	2 10
For split material, per cord	2 10
For split madrona, per cord	1 85
For shingles (per four bunches), per M.	20

That on or about the first day of December, A. D. 1888, the defendant arbitrarily changed the said rates of freight to the following, and immediately put the same into operation, and is now charging and collecting the same, to wit:

For redwood, per cord	\$1 75
For pine and rough hardwood, per cord	2 10
For peeled oak, per cord	2 47½
For split material, per cord	2 80
For split madrona, per cord	2 47½
For shingles (per four bunches), per M.	35

Such old rates and new rates being for transportation of such material, by the railroad of defendant, from said Boulder Creek to said San José.

That said old rate of freight was a fair and just rate, so far as the defendant is concerned; and as these plaintiffs are informed and believe, and upon such information and belief aver, are an ample compensation for the service rendered in such transportation.

That relying upon the continuance of such old rates, these plaintiffs, and many other inhabitants and property owners of said Town of Boulder Creek, have invested large sums of money in the business of manufacturing the said articles and shipping the same by the said railroad of defendant, to San José for sale. That with the said old rates of freight in force, said materials could be sold, and were constantly sold at San José, at a small but reasonable profit to said producers and shippers. That said City of San José is the principal available market thereof. That with the new freight rates in force, such materials cannot be manufactured at Boulder Creek, and shipped to San José, and there sold at any profit; on the contrary, the same will entail a loss upon the producers and shippers.

And these plaintiffs allege that said new rates exacted by defendant are unjust and extortionate, and, as these plaintiffs are informed and believe, and upon such information and belief allege, greatly in excess of a fair compensation to the defendant for its services in transporting said material; and are a direct injury and damage to these plaintiffs and the other inhabitants and property owners of said Town of Boulder Creek, and ought not to be allowed or approved, or permitted to continue by this honorable Commission.

That such increase of rates has been made by defendant, and actually put into effect by it, without, as these plaintiffs are informed and believe, the consent, order, or allowance of this honorable Commission.

Wherefore, the plaintiffs pray that, pending the examination of the matter herein complained of, the defendant be required to maintain its former schedule of freight rates first in this complaint set forth; and that the rate of freight upon such material, from Boulder Creek to San José, be fixed and maintained at such former rate, or at such rate, not exceeding the same, as this honorable Commission may deem reasonable.

WILCOX & PATTON,
Attorneys for Plaintiffs.

SAN JOSÉ, CAL.

STATE OF CALIFORNIA, } ss.
County of Santa Clara. }

James F. Cunningham, being duly sworn, deposes and says, that he is one of the plaintiffs in the above entitled proceedings; that he has heard read the foregoing complaint, and knows the contents thereof; that the same is true of his own knowledge, except as to the matters which are therein stated on his information or belief, and as to those matters that he believes it to be true.

JAMES F. CUNNINGHAM.

Subscribed and sworn to before me, this twenty-eighth day of January, 1889.

[SEAL]

CHARLES F. WILCOX,
Notary Public.

Service accepted this first day of February, A. D. 1889.

A. N. TOWNE,
General Manager.

SUMMONS.

RETURN OF SERVICE OF SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

J. F. CUNNINGHAM, S. H. RAMBA, W. P. YOUNG, C. C. ROGERS, W. ALLEN, and }
GEORGE H. CHAPPELL, Plaintiffs, }
vs. }
THE SOUTH PACIFIC COAST RAILWAY COMPANY, Defendants. }

The People of the State of California send greeting to the South Pacific Coast Railway Company, the said defendant:

You are hereby required to appear and answer in writing, under oath, within fifteen days from the day of service of this summons upon you, the complaint of the above named plaintiffs, filed before and with the above Board.

Said action is brought to obtain the judgment and decision of this Board, requiring you to maintain rates as in force previous to December 1, 1888, between San José and Boulder Creek, during the pendency of this action; also to obtain a decision of this Board, requiring you to return to your rate previous to December 1, 1888, and that the rates to be fixed and maintained as then in force.

Given under my hand and seal of the Railroad Commissioners of the State of California, this thirty-first day of January, in the year of our Lord, 1889.

[SEAL]

V. W. GASKILL,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA, } ss.
City and County of San Francisco. }

I, Louis Montgomery, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. N. Towne, General Manager of the South Pacific Coast Railroad Company, by delivering to him personally, in his office, in the City and County of San Francisco, State of California, a printed copy of said summons attached to a printed copy of said complaint as attached hereto.

Dated at San Francisco, this first day of February, A. D. 1889.

LOUIS MONTGOMERY,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the Board of Railroad Commissioners of the State of California.

J. F. CUNNINGHAM, S. H. RAMBA, W. P. YOUNG, C. C. ROGERS, W. ALLEN, and }
 GEORGE H. CHAPPELL, *Plaintiffs,*

vs.

SOUTH PACIFIC COAST RAILWAY COMPANY, *Defendant.*

The above named defendant (South Pacific Coast Railway Company), for answer to the complaint of the plaintiffs above named, herein filed, admits that it is a railroad corporation and is the owner of the railroad line described and referred to in the complaint, but avers that the said railroad was, at the times charged in the complaint, and is, operated by the Southern Pacific Company of Kentucky, under lease from this defendant.

Defendant avers that that part of its said railroad which lies between San José and Boulder Creek, runs of necessity for most of the distance over a rough and mountainous country, through many tunnels and deep cuts, and over high embankments, trestlework, heavy grades, and short curves, and was very costly in its construction and is very expensive in its operation; and that between Felton and Boulder Creek it is a branch line, and essentially, and almost exclusively, used for the transportation of lumber and wood from Boulder Creek; and the cars used for this transportation from Boulder Creek have all to be returned from their destination to Boulder Creek empty, making a double transportation of trains and a single compensation for service.

Defendant further avers, upon its information and belief, that no schedule or rate for the transportation of lumber and wood from Boulder Creek to San José has been heretofore established by the Board of Railroad Commissioners, and therefore denies that this defendant, or its lessee, the said Southern Pacific Company, has ever, arbitrarily or otherwise, changed any established rates or schedule of freight charges between Boulder Creek and San José; but as to this, defendant avers that during the comparatively short time the said railroad has been in the possession of, and operated by, the said Southern Pacific Company, it was ascertained that the freight rate for lumber and wood over the said railroad, which had been generally accepted by its lessor and predecessor, were not properly adjusted and were not in accordance with the system and schedule of rates which had been adopted and established by the Board of Railroad Commissioners for like services over other railroads similarly situated in this State, and, therefore, the said Southern Pacific Company did, on or about the first day of December, A. D. 1888, adopt a system and schedule of rates for the transportation of lumber and wood over the said railroad, which was and is in accordance with, and within the limits of the system and schedule of rates which had previously been adopted and established by the Board of Railroad Commissioners for like services over other railroads similarly situated in this State.

That the system and schedule of rates so adopted was intended to adjust and equalize, and did adjust and equalize, the freight charges for lumber and wood over the railroad of the defendant, and between all the stations thereon; and while as to some classes of freight there was an increase of freight charges, in the rates previously accepted, as to others there was a reduction in those rates, and all were kept within the limits previously adopted and established by the Board of Railroad Commissioners, as aforesaid, for a like service over railroads in this State less costly in construction and less expensive in operation than the said railroad of this defendant; and it is of this that plaintiffs complain.

Defendant denies that the so called changed rate was or is in the form charged in the complaint, but avers that it was and is a percentage rate fixed upon the lumber rate as a basis, in which there was and is a reduction from the rate previously accepted.

Defendant denies that the so called old rate of freight was a fair or just rate, so far as the defendant or its lessee, the said Southern Pacific Company, is concerned, or that such rate was or is an ample compensation for the services rendered in such transportation; and denies that with the so called new rate in force the material described in the complaint cannot be manufactured at Boulder Creek and shipped to San José or elsewhere at any profit; or that the same will entail a loss upon the producers or shippers.

Defendant avers that Boulder Creek is not the only point on the said railroad from which lumber and wood are shipped, and that San José is not the only point on the said railroad to which lumber and wood are shipped, and that the system and schedule adopted, as hereinbefore charged, provide a general and just and fair rate on lumber, wood, and the material described in the complaint, between the different stations on the said railroad, and without discrimination.

Defendant denies that, relying upon the continuance of the so called old rates, plaintiffs or other inhabitants or property owners of Boulder Creek have invested large sums of money in the business of manufacturing the articles described in the complaint, and shipping the same by the said railroad to San José for sale; but as to this, defendant avers upon information and belief that whatever investments have been made by plaintiffs or others at Boulder Creek in the business of manufacturing the articles described in the complaint, were made for the purpose of selling the same to the best advantage, in the highest available market, and at the greatest profits; and while it is the intention and desire, and to the interest of this defendant and of its lessee, the said Southern Pacific Company, to encourage and aid all the industries on the line of its railroad, it is not fair nor just that one industry should be favored at the cost of another equally important, nor that one class of manufacturers should ship their products at the expense of another class.

Defendant denies that the adjusted and equalized rates adopted as hereinbefore charged, but called in the complaint the *new rates*, are unjust or extortionate, or are greatly or at all in excess of a fair compensation for the services for the transportation of the material described in the complaint, or are a direct or any injury or damage to the plaintiffs or the other inhabitants or property owners of the Town of Boulder Creek, or ought not to be allowed or approved or permitted to continue.

As to all other averments of the complaint not hereinbefore specifically admitted, referred to, or explained, the defendant generally denies the same.

And defendant avers that the matters charged in the complaint have not heretofore been considered or determined by the Board of Railroad Commissioners, and that neither the defendant nor its lessee, the said Southern Pacific Company, has intentionally or otherwise violated any decision, order, or rule of the Board of Railroad Commissioners.

Wherefore, having fully answered this, defendant prays judgment that plaintiffs take nothing by this action; and that the system, schedule, and rates now in operation and heretofore reported and presented be approved and established.

JAMES C. MARTIN,

{Attorney for Defendant, South Pacific Coast Railway Company.

STATE OF CALIFORNIA,
City and County of San Francisco. } SR.

J. C. Stubbs, being duly sworn, deposes and says, that he is an officer and agent, to wit: the General Traffic Manager of the above named defendant, a corporation, and makes this verification for and in behalf of said corporation, defendant; that he has heard read the foregoing answer and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters which are therein stated on information or belief, and as to those matters he believes it to be true.

J. C. STUBBS.

Subscribed and sworn to before me, this fourteenth day of February, 1889.

[SEAL.]

E. B. RYAN,
Notary Public.

LETTER OF E. J. MARTIN.

SOUTHERN PACIFIC COMPANY (COAST DIVISION), }
SAN FRANCISCO, March 20, 1889. }

Mr. V. W. GASKILL, *Secretary Board of Railroad Commissioners:*

DEAR SIR: We beg to advise you that we have this day reduced freight on redwood, alder, willow, slabs, shingles, and box refuse, in carloads, as follows:

From Soquel, Loma Prieta, and Monte Vista to San José and Santa Clara, \$1 50 per cord; present rate, \$1 75. From Aptos to San José and Santa Clara, \$1 45 per cord; present rate, \$1 62½. From Watsonville to San José and Santa Clara, \$1 40 per cord; present rate, \$1 50.

These reductions to date from twenty-first instant, and apply to all intermediate stations where rate is now higher.

Yours truly,

E. J. MARTIN.

SOUTHERN PACIFIC COMPANY (COAST DIVISION), }
SAN FRANCISCO, March 22, 1889. }

Mr. V. W. GASKILL, *Secretary Board of Railroad Commissioners:*

DEAR SIR: Referring to mine of twentieth instant, in regard to rates on wood from Soquel, Loma Prieta, etc., to San José and Santa Clara, we find it impracticable to put these reduced rates into force prior to April first.

Yours truly,

E. J. MARTIN.

THIRTEEN PER CENT REDUCTION ON SOUTH PACIFIC COAST RAILWAY DIVISION (SOUTHERN PACIFIC COMPANY).

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, March 27, 1889. }

Mr. VARNER GASKELL, *Secretary State Board Railroad Commissioners, City:*

DEAR SIR: Herewith please find tariff on soft lumber, shingles, wood, etc., with circular modifying same.

I also inclose copy of rate notice, which it is proposed to put in effect April first,

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

reducing rates on cordwood from Boulder Creek, Felton, Glenwood, and Laurel, to Agnews, Santa Clara, and San José.

Hoping this will meet the approval of the Board, I am yours truly,

RICHARD GRAY,
General Freight Agent.

Local Rate, No. 68.

SOUTH PACIFIC COAST RAILWAY DIVISION, }
SAN FRANCISCO, April 1, 1889. }

To AGENTS: The following rates take effect this day:

Between.	And.	Articles.	Rate Per Cord.
Boulder Creek...	Agnews	Redwood, etc. (cordwood), C. L...	\$1 75
Boulder Creek...	Santa Clara and San José..	Redwood, etc. (cordwood), C. L...	1 50
Felton.....	Santa Clara and San José..	Redwood, etc. (cordwood), C. L...	1 45
Glenwood	Santa Clara and San José..	Redwood, etc. (cordwood), C. L...	1 40
Laurel.....	Santa Clara and San José..	Redwood, etc. (cordwood), C. L...	1 35

REMARKS.—These rates will apply to intermediate points, where tariff is higher. For carloads and billing weights, see soft lumber tariff of December 1, 1888. Notify all parties interested at once.

RICHARD GRAY,
General Freight Agent.

C. J. STEEPLE,
Assist. General Freight Agent.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
SOUTH PACIFIC COAST RAILWAY DIVISION, }
GENERAL FREIGHT OFFICE, SAN FRANCISCO, February 19, 1889. }

To AGENTS: Referring to special lumber tariff of December 1, 1888—On and after this date "split madrona" will take rate provided for pine and rough oak, viz.: 60 per cent of the rate on lumber. Please amend tariff accordingly. Notify all parties interested at once, and supply all having copies of said lumber tariff with copies of this circular.

The change will, of course, correspondingly affect maximum and minimum loads and billing weight.

C. J. STEEPLE,
Assistant General Freight Agent.

DISMISSAL OF ACTION BY PLAINTIFF'S ATTORNEY.

Before the Board of Railroad Commissioners of the State of California.

JAMES F. CUNNINGHAM ET AL., *Plaintiffs,*

vs.

THE SOUTH PACIFIC COAST RAILWAY COMPANY, *Defendant.* }

Come now the plaintiffs, above named, and move the honorable Board, above entitled, to dismiss the said action and proceeding; and the plaintiffs do now dismiss and withdraw their complaint herein.

WILCOX & PATTON,
Attorneys for Plaintiffs.

LETTER FROM GREED HAYMOND.

To the Honorable the State Board of Railroad Commissioners:

GENTLEMEN: Inclosed please find stipulation, signed by Messrs. Wilcox & Patton, attorneys for James F. Cunningham et al. in the proceeding before your Board, wherein Cunningham et al. are plaintiffs and the South Pacific Coast Railway Company is defendant, authorizing the dismissal of the action and proceeding, and withdrawing their complaint.

I am glad that the matter has been satisfactorily adjusted between the parties, and I have no doubt that this end has been reached through your own good services.

Respectfully,

GREED HAYMOND.

DISMISSAL OF THE ACTION.

ORDER DISMISSING ACTION.

JOHN F. CUNNINGHAM ET AL.,

vs.

SOUTHERN PACIFIC COMPANY (SOUTH PACIFIC COAST RAILWAY DIVISION). }

The plaintiff in the above entitled cause having presented and filed with the Commission a written withdrawal of their complaint, and a request for the dismissal of the proceedings, and the defendant, by its attorney, consenting thereto, it is ordered that the above cause be and the same is hereby dismissed.

Dated, May 15, 1889.

ORDER TO RAILROAD COMPANIES TO FURNISH REPORT.

The order issued by the Commission on March 15, 1889, and of which what follows is a blank form, was complied with by most of the corporations, but by some it was slighted, and in consequence some of the tabulated statements will be found incomplete and thus unsatisfactory. We are in hopes in future, that the railroad corporations will coöperate with the Board in its endeavors to give the public absolutely accurate statistics:

OFFICE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, March 3, 1889. }

To — —, Secretary — — Rail — — Company:

Blanks are herewith furnished for the annual reports to be made by you to this office for the year ending December thirty-first.

These reports are to be completed and forwarded to the Board of Railroad Commissioners, Phelan Block, San Francisco, on the first day of July, 18—.

The facts and statistics deduced from the questions proposed are to be tabulated and incorporated into the printed report of the Commission.

It is absolutely necessary that each and every interrogatory should be answered, so that accurate and reliable statistics may be made from the several reports; and this Commission will insist that all questions be answered in full.

By order of the Board of Railroad Commissioners.

By — —,
Secretary.

WEILE vs. SOUTHERN PACIFIC COMPANY.

At a regular meeting of the Board on May 15, 1889, the case of Charles Weile, of Santa Barbara, vs. the Southern Pacific Company, came on for hearing.

The complaint, answer of defendant railroad company, and letter of the Secretary of Board, are as follows:

COMPLAINT.

SANTA BARBARA, April 26, 1889.

To the Honorable the Railroad Commissioners of the State of California:

GENTLEMEN: On or about the twentieth of March last, a shipment of olive trees was made to me from Pomona, weighing eight hundred and sixty-five pounds. The rate from Pomona to Santa Barbara is 71 cents, hence the total freight on the shipment would be \$6 14. But I was compelled to pay \$8 52, a difference of \$2 38 in favor of the company. The explanation for the overcharge is, that where trees are shipped in bundles that do not weigh one hundred pounds, the freight thereon is collected on one hundred pounds; in other words, the company arbitrarily raises the weight of the shipment. This, of course, is a gross abuse, and is not supported by a shadow of reason, or right, or law. The absurdity of the thing must be apparent to the railroad even, if it is considered that were this shipment divided into eight hundred and sixty-five bundles, instead of twelve, the total assumed weight would be eighty-six thousand five hundred pounds.

I have the honor to request, therefore, that you will investigate the subject and cause the amount unlawfully collected to be refunded.

I have the honor to be, your obedient servant,

CHAS. WEILE.

ANSWER.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, May 16, 1889. }

V. W. GASKILL, Esq., Secretary Board of Railroad Commissioners, State of California, Phelan Building, City:

DEAR SIR: Acknowledging receipt of your favor of the eleventh instant, and returning herewith the complaint of Mr. Charles Weile.

Inclosed please find western classification, which we use in Southern California, and which is used by every road shown on the title page of same.

On page 40 of said classification you will find the following:

"Trees and shrubbery, owner's risk, charges prepaid or guaranteed at company's option, in bales, completely wrapped, each weighing one hundred pounds or over. First class.

"Trees and shrubbery, owner's risk, charges prepaid or guaranteed at company's option, in bales, each weighing less than one hundred pounds. Double first class.

"But in no instance will the charges on a shipment of bales weighing less than one hundred pounds each exceed the charges on same at estimated weight of one hundred pounds each at first class rate."

If the western classification did not have such a clause shippers would tender us single plants, which require greater care and extra labor in handling, and, under the most favorable circumstances, the chances for damage would be greater than if several plants in one package, in a compact form, weighing one hundred pounds or over, were shipped.

As we can handle a package of one hundred pounds or over at less cost than if separated in packages of five or ten pounds each, we offer as an inducement for such a package the lower rate, and charge double first class rate on the actual aggregate weight of a smaller package of trees. If, however, by using double first class rates on the actual weight we find we are charging more in the aggregate than we would by estimating each package at one hundred pounds and charging first class rates thereon, we use the latter. It was so in this case. First class rate from Pomona to Santa Barbara is 71 cents per one hundred pounds, and double first, \$1 42. The actual weight of the shipment was eight hundred and sixty-five pounds, which, at \$1 42, equals \$12 28; while applying an estimate of one hundred pounds on each of the twelve bundles and using a rate of first class, or 71 cents, on the estimate of twelve hundred pounds, we find the charges to be \$8 52, and this being less than the above at double first we collected \$8 52, which is correct according to the classification and tariff in force at the present time.

Very respectfully yours,

R. GRAY.

DECISION OF THE BOARD.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, May 23, 1889. }

CHAS. WEILE, Esq., Santa Barbara, Cal.:

DEAR SIR: In the matter of the alleged overcharge on olive trees from Pomona to Santa Barbara, please find answer of General Freight Agent Gray, of Southern Pacific Company, in the premises.

About a month ago Charles Weile, of Santa Barbara, filed with the Railroad Commission a complaint setting forth that he had been overcharged \$2 38 by the Southern Pacific Company on a shipment of olive trees from Pomona to Santa Barbara. Yesterday Richard Gray, General Freight Agent of the Southern Pacific, filed an answer. He shows that according to the western classification system, which is used in Southern California, trees in bales, completely wrapped, over one hundred pounds each, take a first class rate; in bales less than one hundred pounds each they take double first class rates; but in no case shall the charges on a shipment of bales weighing less than one hundred pounds each exceed the charges on the same at the estimated weight of one hundred pounds each at first class rate. Mr. Gray then says:

"If the western classification did not have such a clause, shippers would tender us single plants, which require greater care and extra labor in handling, and, under the most favorable circumstances, the chances for damage would be greater than if several plants in one package, in a compact form, weighing one hundred pounds or over, were shipped. As we can handle a package of one hundred pounds or over at less cost than if separated in packages of five or ten pounds each, we offer as an inducement for such a package the lower rate, and charge double first class rate on the actual aggregate weight of a smaller package of trees. If, however, by using double first class rates on the actual weight we find we are charging more in the aggregate than we would by estimating each package at one hundred pounds and charging first class rates thereon, we use the latter. It was so in this case. First class rate from Pomona to Santa Barbara is 71 cents per one hundred pounds, and double first, \$1 42. The actual weight of the shipment was eight hundred and sixty-five pounds, which, at \$1 42, equals \$12 28; while applying an estimate of one hundred pounds on each of the twelve bundles, and using a rate of first class, or 71 cents, on the estimate of one thousand two hundred pounds, we find the charges to be \$8 52; and this being less than the above at double first, we collected \$8 52, which is correct, according to the classification and tariff in force at the present time."

The rates being regular rates charged for such goods, the same will be sustained by the Commission.

Yours truly,

V. W. GASKILL.

HEINEMAN vs. NORTH PACIFIC COAST RAILROAD COMPANY.

At a regular meeting of the Board, held on July 19, 1889, the complaint of Heineman, of San Francisco, against the North Pacific Coast Railroad Company, was referred to John W. Coleman, General Manager, for his explanation in the premises.

The complaint, letter of Secretary of Board, and answer of General Manager Coleman, are as follows:

COMPLAINT.

35 SUTTER STREET, SAN FRANCISCO, CALIFORNIA, July 3, 1889.

To the Honorable the Railroad Commissioners of the State of California, City:

GENTLEMEN: The undersigned desires to call your attention to the reckless manner in which the North Pacific Coast Railroad Company run their passenger trains. I boarded one of their trains in Sausalito last Sunday, June 30, 8:30 A. M., took a seat in the fifth (last) car, which had no bell cord or any other appliance to stop a train with; besides, the baggage car, in the middle of the train, was so filled up with trunks, bicycles, etc., that there was no chance for anybody to pass through the train while in motion. I called the attention of the conductor of the train to this fact, and he replied, that there was lots of other things wanting what ought to be there (besides the bell cord). There was about ten to twelve cars in that train, and when we reached the down-grade between Whites Hill and San Geronimo, the conductor tried to stop the train, but could not do so until we rode at least five miles from the place he motioned to the engineer to slacken. If a wheel or rail had broken at any one place there, not a splinter of the whole train would have reached the next station, and probably five hundred people more or less injured, or killed.

I again boarded the same day train, leaving Camp Taylor at 6:10 P. M., took a seat in the middle of train, and found no bell cord in my car.

Taking the extraordinary curves this railroad describes along the hillsides of Marin County, it ought to be better equipped, as it is and ought to be run in a civilized community as ours with more consideration as to the personal safety of the patrons of the road.

With best respects, I remain, gentlemen,

Yours respectfully.

H. M. HEINEMAN.

LETTER OF SECRETARY.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, July 19, 1889.

JOHN W. COLEMAN, Esq., General Manager North Pacific Coast Railroad Company, San Francisco:

DEAR SIR: Please find attached hereto a communication from H. M. Heineman, which explains itself. I am directed by the Board to get your explanation of the charges made. You will please attach reply to these papers and return them all to me.

Yours very truly,

V. W. GASKILL.

ANSWER OF JOHN W. COLEMAN.

NORTH PACIFIC COAST RAILROAD COMPANY, }
GENERAL OFFICES, 327 PINE STREET, SAN FRANCISCO, July 23, 1889.

V. W. GASKILL, Esq., Secretary Railroad Commissioners:

DEAR SIR: Your communication dated nineteenth instant, with letter from one Heineman attached, has come to hand and secured due consideration.

Waiving the question of the right of the Board to inquire into the method in which a railroad is operated, a duty which the law casts upon its officers, and for which they are held strictly responsible, I take the opportunity offered by the receipt of your letter to say I have fully investigated the matter referred to, and find that the train leaving Sausalito June thirtieth, at 8:30 A. M., was fully and properly equipped. Heineman held a ticket for

Camp Taylor, and not for Alderney Station. The train stopped at San Geronimo Station, which is three fourths of a mile beyond Alderney, where he could have gotten off; hence no necessity of his going five miles beyond Alderney Station contrary to his wishes. In reply to Heineman's treatise on railroading, I can only say we have no bell cords of sufficient strength to hold a train intact in case of a broken wheel or rail.

Yours very truly,

JNO. W. COLEMAN,
General Manager.

HIGH vs. SOUTHERN CALIFORNIA MOTOR RAILROAD COMPANY.

At a regular meeting of the Board held on October 30, 1889, the complaint of Gavin D. High vs. Southern California Motor Railroad Company, came on for hearing, and the same was dismissed for want of jurisdiction.

COMPLAINT.

SAN FRANCISCO, October 14, 1889.

Mr. V. W. GASKILL, Secretary of State Board of Railroad Commissioners:

DEAR SIR: While traveling through Southern California, as advance agent of "California on Wheels," I chanced to ride on the Southern California Motor Railroad Company's road, running between San Bernardino and Colton, a distance of about four miles.

The single fare on that road from Colton to San Bernardino is fifteen cents, provided a ticket is bought at the Colton station. I did not buy a ticket at the station, because I jumped on the train while in motion between stations.

Acting presumably under Section 15 of the Act of April 1, 1878, the company's conductor charged me an extra five cents. The section referred to provides that when passengers getting on at stations where tickets are sold, fail to buy tickets, the conductors may charge ten cents additional on all fares under (\$1) one dollar, and ten per cent additional on all fares over one dollar.

Samuel Merrill, President of the road referred to, was not in San Bernardino at the time, and as my stay was limited, I did not have an opportunity to ascertain under what law the Southern California Motor Railroad Company was operating its road.

If the company is operating under the State law, permitting it to charge extra for failure to buy tickets at stations where tickets are sold, I would respectfully ask why the company has not complied with the law requiring State railroads to file an annual report with the State Board of Railroad Commissioners.

If the company is operating under the street railway laws, I would respectfully ask why it is permitted to take advantage of Section 15 of the Act of April 1, 1878, and extort additional fare from tourists who, mistaking it for a street railway, get on without knowing that it has any ticket offices.

These inquiries are of no personal interest to me, but are made at the instance of several business men of San Bernardino, who consider the new rule of the company an outrageous extortion, as it makes the fare between San Bernardino and Colton five cents a mile, against the spirit of the action of the Commission in fixing the maximum fare at four cents a mile.

GAVIN D. HIGH.

ILINCHTA vs. SOUTHERN PACIFIC COMPANY.

At a regular meeting of the Board held on October 30, 1889, the complaint of M. Ilinchta vs. Southern Pacific Company was read, and referred to Southern Pacific Company for adjustment.

Complaint, letter of Secretary, and answer of Southern Pacific Company are as follows:

COMPLAINT.

SAN FERNANDO, CALIFORNIA, October 22, 1889.

Chairman Railway Commissioners:

GENTLEMEN: I ask your honorable body to kindly investigate the following complaint I hereby make against the Southern Pacific Railway Company:

On October sixteenth I asked agent at San Fernando for three cars to load with hay for Los Angeles, and agent agreed to have cars in twenty-four hours. Acting on his word I commenced hauling my hay to depot and put it on platform, and no cars for me at the

expiration of twenty-four hours. I again asked for cars on October seventeenth, eighteenth, and nineteenth, and still no cars. Each day agent promised to have cars that evening or next morning. Consequently my hay lay on platform of company until the rains set in, and as a matter of course all is damaged and is worth nothing. And therefore I ask your honorable body to see if the citizens of San Fernando can't have better railway facilities here and what damages I can get. I have been damaged to the amount of \$300 worth of hay, besides my contracts to fill orders. This is not the first case of this kind. Hoping you will investigate this matter and let me hear from you at an early date, I have the honor to be,

Yours very respectfully,

MIGUEL ILINCHTA.

LETTER OF SECRETARY.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, October 24, 1889. }

MIGUEL ILINCHTA, Esq., San Fernando, Cal.:

DEAR SIR: Yours of twenty-second instant received, and contents noted. The matter that you speak of will be investigated and the result reported to you.

Yours very truly,

V. W. GASKILL,
Secretary.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, October 30, 1889. }

Mr. RICHARD GRAY, General Freight Agent Southern Pacific Company:

DEAR SIR: A communication was received on the twenty-fourth instant from Mr. Miguel Ilinchta, a copy of which is hereby appended, asking for certain relief therein stated. The Board this day referred the whole subject-matter to you for adjustment. Please give it your attention.

Yours sincerely,

V. W. GASKILL,
Secretary.

ANSWER OF SOUTHERN PACIFIC COMPANY.

SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM), }
OFFICE GENERAL FREIGHT AGENT, SAN FRANCISCO, November 8, 1889. }

Mr. V. W. GASKILL, Secretary Board of Railroad Commissioners, Phelan Block, City:

DEAR SIR: Replying to your favor of October thirtieth and returning correspondence as requested.

We have carefully investigated complaint filed with the State Board of Railroad Commissioners by Mr. Miguel Ilinchta, of San Fernando, and beg to report the following facts:

On the sixteenth of October Mr. Ilinchta ordered from our agent at San Fernando three large box cars to load with hay, stating, at the same time, that three cars would complete his shipment. The cars duly arrived, were loaded, and billed from Fernando on the nineteenth of October.

Mr. Ilinchta then ordered three cars more, and our agent immediately made a requisition for them, and informed Mr. Ilinchta at the time that he couldn't advise him when the cars would arrive, but would get them as soon as possible.

Mr. Ilinchta did not wait for the cars to arrive, but began hauling his hay to the depot, and piling it on the platform, until he had brought in about a carload, or one hundred and seventy-five bales.

It commenced raining on the twentieth, and Mr. Ilinchta and his men left and did not show up again until after the storm was over.

Our agent secured a car on the twenty-first or twenty-second, and held it twenty-four hours for him, but he did not put in an appearance, and the next time our agent was able to see him in person, he requested him to either ship the hay or remove it from the platform, but he refused to do either.

Mr. Ilinchta's statement, that he was promised the cars twenty-four hours from the time ordered, is incorrect, as our agent was very careful to show him plainly cars could not be promised for any specified time; but orders were always filled with as much dispatch as possible.

The claim filed is for \$300; the quantity of hay damaged is estimated to be about ten tons, and we are informed that Mr. Ilinchta is selling his hay at \$5 50 per ton, representing a total value of \$55 for the hay claimed entirely damaged.

I think the above outline of facts will fully answer the claimant's statement; for it is explained that the hay remained on the platform more through his own negligence than through any fault of this company.

Yours truly,

C. F. SMURR.

WOODS vs. CALIFORNIA CENTRAL RAILROAD COMPANY.

At a regular meeting of the Board held on October 30, 1889, complaint of C. H. Woods vs. California Southern and Central Railroad Companies was read, and referred to General Freight Agent Hynes for his answer.

Complaint, letter of Secretary, and answer are as follows:

COMPLAINT.

DAGGETT, CAL., October 20.

Hon. P. J. WHITE, Railroad Commissioner, San Francisco, California:

DEAR SIR: Mr. J. H. Crossman, of the State Board of Mineralogy, has kindly referred me to you to advise or assist in the settlement of an aggravated case of difference with the railroad company at this place. Briefly stated the case is as follows:

In September last I was living at Alessandro, a little station north of Perris, on the California Southern Railroad. I desired to move to this place. The Alessandro agent gave me the rates of freight per hundred, 67 cents, or 43 cents by the carload, subject to no conditions. On these terms I shipped on the twenty-sixth of September, three thousand five hundred pounds of household goods. I left early on the morning of the twenty-seventh for this place. The goods arrived here on the twenty-ninth instant; also the shipping receipt in due form, agreeing to rates of shipment at 67 cents per hundred. On demanding the goods of railroad agents at this place, they refuse me the goods unless paying \$1 62 per hundred, which, as it would make over \$90 difference in the rates, I was not prepared to pay. I at once wrote to S. B. Hynes, General Freight Agent of the California Southern Railroad, at Los Angeles, seeking relief from the unjust demands. I have waited now for a reply three weeks, deprived of the use of my household goods, thus subjecting me to considerable expense. If you can give me any advice or in any way assist in bringing the railroad company to keep their agreement, I will esteem it a great favor.

I would be pleased if your Board could give this your immediate attention and favor me with an early reply.

Respectfully yours,

C. H. WOODS.

LETTER OF SECRETARY.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
SAN FRANCISCO, October 22, 1889. }

C. H. WOODS, Esq., Daggett, California:

DEAR SIR: Yours of October twentieth, complaining of overcharge on shipment of H. H. goods, is received, and will be investigated by the Commissioners when they next meet, which will be within a week. If you have shipping receipt, please send same to me.

Yours very truly,

V. W. GASKILL,
Secretary.

ANSWER.

CALIFORNIA CENTRAL RAILWAY COMPANY—CALIFORNIA SOUTHERN RAILROAD COMPANY, }
GENERAL FREIGHT AND PASSENGER DEPARTMENT, }
LOS ANGELES, CALIFORNIA, November 5, 1889. }

Mr. V. W. GASKILL, Secretary Board of Railroad Commissioners, San Francisco, California:

DEAR SIR: I have your favor of October thirtieth, inclosing correspondence in the complaint of Mr. C. H. Woods, relative to overcharge on a shipment of household goods, forwarded by him from Alessandro to Daggett, California. I am pleased to say that we have satisfactorily adjusted this matter with Mr. Woods, and have refunded to him the amount claimed as overcharge. The overcharge resulted from his failure to have them shipped at owner's risk. The classification provides one rate for household goods at owner's risk, and another when transported at carrier's risk. It was doubtless Mr. Woods' intention to ship at owner's risk, and we have, therefore, given him the benefit of that rate; and I think everything is now satisfactory to him.

Yours truly,

S. B. HYNES,
General Freight Agent.

SNEATH vs. SOUTHERN PACIFIC COMPANY (COAST DIVISION).

At a regular meeting of the Board, held on May 15, 1889, the case of R. G. Sneath vs. Southern Pacific Company (Coast Division) came on for hearing, R. G. Sneath appearing in person and H. V. Morehouse for defendant. Case was partly tried.

The complaint, summons, return of service of summons, answer, demurrer to answer, and reply of Sneath to answer, defendant's argument, brief of Coast Division, defendant's points and authorities, plaintiff's demurrer to defendant's brief, plaintiff's subpoena, brief and argument of plaintiff, argument of defendant, comparative statements of defendants, are as follows:

COMPLAINT.

SAN FRANCISCO, April 19, 1889.

To the Honorable the Railroad Commissioners for California:

GENTLEMEN: I beg to call your attention to the charges for transportation of freight, by the Southern Pacific Railroad, to San Bruno.

During the last twelve months to April 1, 1889, I have received over said road from various points about two hundred and sixty-four carloads of freight, of ten tons each, and considering the grades and location, I believe the discrimination against me is unjust.

About two thirds of this freight comes from San José, or in that direction, and consists of hay and grain. The road south of San Bruno is nearly a level grade, and north, or between San Bruno and this city—fourteen miles—is a very heavy grade, and an extra locomotive is often in use, to carry the usual train north from that point. In the comparative rates you will find appended hereto, you will find that I am charged from all points south the same rates as are charged to San Francisco, notwithstanding the fact that it is a very great relief to the railroad company to be able to drop off cars, and lighten their load at my station.

The lowest rate, you will observe, is 4 cents per mile, and the highest is 14.28—the latter being prohibitory—as it can be done for less by wagons.

The rate from San Francisco to San Bruno—7.14 per mile—is almost prohibitory as compared with teams, and prevents me quite frequently from purchasing in this market.

I will therefore ask at your hand, that a rate be established by your Commission by which San Bruno Station will have a concession of 50 cents per ton on all freight from points south, under the rate charged to San Francisco, and that the rate from San Francisco to San Bruno shall not exceed 5 cents per mile, or 70 cents per ton, for full carload lots.

Yours respectfully,

R. G. SNEATH.

Subscribed and sworn to before me, this twenty-third day of April, A. D. 1889.

R. D. McELROY,
Notary Public.

Comparative rates of freight of the Southern Pacific Railroad, from San José, as between San Francisco and San Bruno, as terminals:

STATIONS.	TO SAN FRANCISCO.			TO SAN BRUNO.		
	Miles.	Rate.	Per Mile.	Miles.	Rate.	Per Mile.
San José	50	\$1 50	.034	36	\$1 50	.0411
Lawrence	44	1 50	.0344	30	1 50	.0500
Menlo Park	32	1 40	.0437½	18	1 40	.0778
Redwood City	28	1 00	.0357	14	1 00	.0714
San Mateo	21	1 00	.0476	7	1 00	.1428
San Francisco	-----	-----	-----	14	1 00	.0714

SUMMONS.

RETURN OF SERVICE OF SUMMONS.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, Plaintiff,
vs.
SOUTHERN PACIFIC COMPANY (COAST DIVISION), Defendant. }

The People of the State of California send greeting to the Southern Pacific Company (Coast Division), the said defendant:

You are hereby required to appear, within fifteen days from the day of service of this summons upon you, and answer, in writing, under oath, the complaint of the above named plaintiff, filed before and with the above Board. Said action is brought to obtain the judgment and decision of this Board requiring you to reduce your present rates 50 cents per ton on all freight from points south of San Bruno, and that the rate from San Francisco to San Bruno shall not exceed 5 cents per mile, or 70 cents per ton for full carload lots.

Given under my hand and seal of the Railroad Commissioners of the State of California, this twenty-fifth day of April, in the year of our Lord 1889.

[SEAL.]

V. W. GASKILL,
Secretary Board of Railroad Commissioners.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

I, Louis Montgomery, Bailiff of the Board of Railroad Commissioners, hereby certify that I personally served the within summons on A. C. Barrett, by delivering to him personally, in City and County of San Francisco, State of California, a printed copy of said summons attached to a printed copy of said complaint, as attached hereto.

Dated at San Francisco, this twenty-fifth day of April, 1889.

LOUIS MONTGOMERY,
Bailiff of the Board of Railroad Commissioners, State of California.

ANSWER.

Before the State Board of Railroad Commissioners.

R. G. SNEATH, Plaintiff,
vs.
SOUTHERN PACIFIC COMPANY (COAST DIVISION), Defendant. }

Now comes the Southern Pacific Company, and answering the petition filed herein, avers:

I.

That the rates on hay from San José and intermediate stations to San Francisco are necessarily low, and were established to meet the competition of schooners plying on the Bay of San Francisco, and the competition of the South Pacific Coast Railway, which road was an active competitor for the carriage of all freight from San José and vicinity to San Francisco at the time said rates were fixed.

II.

That in fixing the rates to San Francisco, defendant was compelled to recognize the fact that San Francisco is the principal and a competing market for the products of the entire State, and therefore sought to place in this market, at the lowest possible rates, the products of the country tributary to its line, thus stimulating production at a profit to the producer, upon whose prosperity depend the earnings of its line of road.

III.

That an additional reason for the establishment of a proportionately lower rate to San Francisco than to San Bruno and other way stations, is the fact that there is a greater volume of traffic to and from San Francisco, and therefore, as a rule, defendant is enabled to secure return loads for its cars from San Francisco to San José or intermediate stations, when there will be no return loads from intermediate stations.

IV.

Defendant admits that an extra engine is often required to assist trains over the grades north of San Bruno, and avers that the dropping off of a limited number of cars at San

Bruno from any one train would not enable it to dispense with the services of a helping engine.

V.

Defendant avers that the cost of switching cars into and out of the train at San Bruno, or any other station, is a material matter for consideration, and further avers that, after cars used in and about the business mentioned in plaintiff's complaint have been unloaded at San Bruno, they usually have to be hauled empty to other stations, and that, considering the expense and the delay attending the hauling of empty cars, this constitutes more than an equivalent for the additional haul to San Francisco.

VI.

Defendant avers that cars used for the shorter hauls mentioned in the petition are practically in service as long as in the movement from San José to San Francisco, as defendant is deprived of their use from the San Francisco station.

VII.

Defendant avers that the rate of \$1 per ton for carload freights from San Francisco to San Bruno cannot be reduced and leave defendant any margin of profit for the service; and avers that the rate complained of is not a prohibitory one; and defendant, on information and belief, avers that plaintiff has a large number of teams constantly employed in hauling the products of his dairy at San Bruno to the San Francisco market, and that they usually go back empty. That by means of said teams, plaintiff could do his hauling, and would do it if the service by rail were not cheaper.

VIII.

Defendant avers that its rates from the vicinity of San José to San Bruno are reasonable and just, and are maintained and business is done under them while there is active competition by water between said points.

IX.

Defendant avers that a reduction of 50 cents per ton on all carload freights from San José to San Bruno would make the rate on hay (the distance being thirty-six miles) \$1 per ton, or $2\frac{2}{3}$ cents per ton per mile; a lower rate than is charged for the longer haul to San Francisco, to wit: 3 cents per ton per mile; and avers that such a reduction would be arbitrary and a reversal of the principles ordinarily governing freight rates.

X.

Further answering the petition, defendant avers that it never has intended to and never has, in fact, discriminated against the plaintiff, as charged in the petition, or in any other manner whatever.

XI.

Defendant avers that its rate on hay, in carload lots, from Mayfield to San Francisco, a distance of thirty-five miles, is \$1 40 per ton; that its rate on hay, carload lots, from Mountain View to San Francisco, a distance of thirty-nine miles, is \$1 50 per ton; and that the rate from San José to San Bruno, a distance of thirty-six miles, is \$1 50 per ton. Defendant further avers that shipments of hay from Mayfield and Mountain View are very large, and that the business done between these points and San Francisco is in direct competition with schooners, and yet San Bruno Station and the residents thereabout, including the plaintiff, enjoy substantially the same rate for the same distance.

XII.

Defendant avers that the comparative rates set out in the exhibit attached to the petition, from various points to San Bruno, are not correct. It avers that on the contrary the highest rate between any of the points named and San Bruno is $11\frac{1}{4}$ cents per ton per mile, and avers that where the distance from station to station on any line of railroad is very short, it is impossible for such railroad to compete with teams in the transportation of freight over such short distance, as when the freight is once loaded on teams for hauling to the initial station the haul can usually be continued to the next station, if the distance is short, at less cost than the shipment can be made by rail.

And further answering plaintiff's petition, defendant avers that the charges complained of by plaintiff, and all of the charges, afford but a reasonable and just compensation for the service, and that it has not in this respect or in any other been guilty of any unjust discrimination; and hence it prays that the said petition be dismissed.

H. S. BROWN,
Counsel for Defendant.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

A. C. Bassett, being duly sworn, deposes and says, that he is the Superintendent of the Southern Pacific Company, defendant above named; that he has read the foregoing answer, and knows the contents thereof, and that the same is true of his own knowledge, except as to the matters which are therein stated on his information or belief, and as to such matters that he believes it to be true.

A. C. BASSETT.

Subscribed and sworn to before me, this tenth day of May, 1889.

[SEAL.]

E. B. RYAN,
Notary Public.

DEMURRER TO ANSWER.

SAN FRANCISCO, May 14, 1889.

To the Board of Railroad Commissioners:

GENTLEMEN: Your notice of the eleventh instant, that you desire my presence on the fifteenth instant, did not reach me until yesterday, the thirteenth, and being engaged in the Superior Court, Department 3, in a matter of large importance, I could not then even answer your notice.

I desire to demur to the answer of the defendant, and supplement my complaint somewhat, and will require a few days to do so; and I desire to be present personally, but cannot do so until the matter referred to in Court is determined, as I am a constant witness in the suit.

I will inform you immediately when released from the Court service, so that there will be as little delay as possible in the matter before your Board.

Yours respectfully,

R. G. SNEATH.

REPLY TO DEFENDANT'S ANSWER.

Before the State Board of Railroad Commissioners.

R. G. SNEATH, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY (COAST DIVISION), *Defendant.* }

I.

In reply to Section 3 of the defendant's answer, as follows: "As a rule defendant is enabled to secure return loads for its cars from San Francisco to San José, or intermediate stations," plaintiff offers the correspondence of A. C. Bassett, and Messrs. Geil & Morehouse, attorneys, in relation to your order of November 22, 1887, reducing freight rates at Tennants, Gilroy, Millers, Sargents, Pajaro, and Watsonville, 10 per cent, and wherein they claim that the defendant "hauls empty cars one way, and has the expense of running its cars both ways, while it has paying freight but one way," and which proves conclusively the claim of the plaintiff, that on account of the heavy grade (two hundred and ninety-three feet above tide) between San Bruno and San Francisco, and the fact that a large portion of the cars went empty from the city, it would be a great relief to the defendant to drop off loaded cars, coming north, at San Bruno, and for which about 50 cents per ton should be allowed on all freight coming from the south.

II.

Referring to defendant's answer, Section 10: "Further answering the petition, the defendant avers that it never has intended to, and never has in fact discriminated against the plaintiff, as charged in the petition, or in any other manner whatever."

Plaintiff, in proof of the contrary, offers Section 489, Deering's Civil Code, California Statutes, which provides the discrimination allowed under our laws:

"All railroad corporations must fix and publish their rates of charges for freightage and fares from one depot to another on their various lines of road in this State, graduated as follows:

"First—One rate of charges per mile for a distance of one hundred miles or over.

"Second—One rate for a distance of seventy-five and less than one hundred miles, charging not exceeding 10 per cent per mile more than the first rate.

"Third—One rate for a distance of fifty and less than seventy-five miles, charging not exceeding 15 per cent per mile more than the first rate.

"Fourth—One rate for a distance of twenty-five and less than fifty miles, charging not exceeding 20 per cent per mile more than the first rate.

"Fifth—One rate for a distance of not exceeding twenty-five miles, charging not exceeding 25 per cent per mile more than the first rate.

"But in no case, nor in any class of charges hereinbefore named, shall any railroad corporation charge or receive more than 10 cents per mile for each passenger, nor 15 cents per mile for each ton of freight transported on its road. For every transgression of these limitations the corporation is liable to the party suffering thereby treble the entire amount of fare or freightage so charged to such party. In no case is the corporation required to receive less than 25 cents for any one lot of freight for any distance."

III.

The difference as fixed by the law between long and short haul rates is arbitrary after the first rate of one hundred miles or over has been fixed, and to illustrate this, plaintiff offers the rates now established for the first one hundred miles or over from San Francisco, and to the following stations, on defendant's line of road south, on hay and grain:

	Miles.	ON HAY.		ON GRAIN.	
		Rate.	Per Mile.	Rate.	Per Mile.
Tres Pinos.....	101	\$2 75	.0272	\$3 50	.0346
Castroville.....	110	2 80	.0283	3 00	.0272
Salinas.....	118	3 00	.0254	3 25	.0275
Soledad.....	143	3 50	.0244	4 00	.0280
			.1033		.1173

.1033+4=2.58 cents; .1173+4=2.94 cents.

Or an average for the four stations of \$25 80 per car of ten tons for hay, and \$29 40 for grain. Fixing the lowest charge for one hundred miles for hay. In this manner the legal charges on the same article for less distances can be readily ascertained, as follows, in carload lots of ten tons each, at \$0 25.80 per car per mile:

	Legal Rate.	Present Rate.
Tres Pinos to San Bruno, 87 miles, at 25.8 cents per mile...	\$22 44+10%=\$24 88	\$27 50
Hollister to San Bruno, 80 miles, at 25.8 cents per mile....	20 64+10% = 22 70	25 00
San José to San Bruno, 36 miles, at 25.8 cents per mile.....	9 29+20% = 11 14	15 00
Lawrence to San Bruno, 30 miles, at 25.8 cents per mile.....	7 74+20% = 9 29	15 00
Murphys to San Bruno, 28 miles, at 25.8 cents per mile.....	7 22+20% = 8 67	15 00
Mountain View to San Bruno, 25 miles, at 25.8 cents per mile....	6 45+25% = 8 06	15 00
Mayfield to San Bruno, 23 miles, at 25.8 cents per mile.....	5 93+25% = 7 42	14 00
Menlo Park to San Bruno, 18 miles, at 25.8 cents per mile....	4 64+25% = 5 80	14 00
Redwood City to San Bruno, 14 miles, at 25.8 cents per mile....	3 61+25% = 4 50	10 00
San Mateo to San Bruno, 7 miles, at 25.8 cents per mile.....	1 80+25% = 2 26	10 00
San Francisco to San Bruno, 14 miles, at 25.8 cents per mile....	3 61+25% = 4 50	10 00

It will be noticed that there is a marked discrimination against San Bruno as between the legal rates and those charged at present of from 10 to 300 per cent—that from San Mateo being nearly four times as much as it should be, and from San Francisco to San Bruno more than twice the legal rate.

IV.

Plaintiff further avers that the defendant, notwithstanding its line of road extends immediately along the waterfront of San Francisco for a long distance, at Mission Bay, where the ship and rail are together, has persistently refused, and now refuses, to allow hay to be transferred directly from vessels to its cars, thereby discriminating against the plaintiff and prohibiting commerce in that direction.

V.

Referring to defendant's answer in Section 7, reading as follows: "Defendant avers that the rate of \$1 per ton for carload lots from San Francisco to San Bruno cannot be reduced and leave defendant any margin of profit for the service; and avers that the rate complained of is not a prohibited one; and defendant on information and belief avers that plaintiff has a large number of teams constantly employed in hauling the products of his dairy at San Bruno to the San Francisco market, and that they usually go back empty; that by means of said teams plaintiff could do his hauling, and would do it if the service by rail were not cheaper." Plaintiff admits that he has four four-

horse teams engaged every day in transporting his products to market, but denies that they usually, or ever, go back empty; and avers that said teams afford a profit of between \$5,000 and \$6,000 per annum, as compared with the charges and facilities offered by the defendant for the same service. And plaintiff further avers that if return loading could be had from San Bruno, that three thousand tons of freighting—outside of what is now done by plaintiff's teams and necessary to the plaintiff's business—could be done by teams also, and at a good profit; and plaintiff repeats that by reason of the defendant's cars running empty to a large extent from San Francisco, and passing San Bruno, it can do said freighting at less than the usual rates, and thus secure a source of business, now nearly cut off by its high and almost prohibitory charges.

Plaintiff further avers that the charge of \$1 per ton in carload lots to San Bruno, a distance of 14 miles, is at the rate of 7.14 cents per ton per mile; that the average rate for 100 miles south of San Francisco on defendant's road is 2.58 cents per ton per mile on hay, and 2.94 on grain; and on general merchandise, in less than carload lots, from 2.72 cents to 15 cents per ton per mile, according to defendant's schedule of rates. While the average for 1887 for all classes of merchandise and freight, and for all distances, was only 1.063, taking the whole United States together, as reported in Poor's Manual for 1888, while the average in the following States and Territories, as given for 1886, is much less, viz.: Vermont, .99; New York, .85; Pennsylvania, .88; Maryland, .59; Ohio, .65; Michigan, .87; Indiana, .70; Virginia, .80; New Mexico, .84; or an average of .79.66 per ton per mile.

Plaintiff further avers that the road of defendant (Coast Division) runs through a succession of rich, populous, and productive valleys, and numerous prosperous towns and cities, and that by reason of nearly a level grade the cost and operation of such a road should be far less than the average road of the Eastern States, and which, together with extremely favorable climatic conditions, should enable the defendant to afford transportation on equally favorable terms. Therefore plaintiff denies the defendant's averment that freight to San Bruno "cannot be reduced and leave defendant any margin of profit for the services."

VI.

Plaintiff is not unmindful of the fact that the promoters of the defendant's corporation in the early days of California, and their successors, are entitled to the highest respect and well-earned gratitude of this people for their great spirit of enterprise, heroic labors, and constant devotion to the wants of California in the matter of safe, speedy, and convenient railroad communication throughout nearly all the important valleys of this State. But plaintiff suggests that in the magnitude of their affairs in reaching out over this continent and the great mountains and the deep recesses of California and Oregon they have, perhaps, overlooked the fact that the bulk of the people of this State are in and near San Francisco County, and that their wants and necessities, if properly cared for, would greatly enlarge the business of the defendant and materially augment the prosperity of the people.

In proof of which, plaintiff, from information and belief, avers that there are about seven thousand five hundred dairy cows kept within the suburbs of the City of San Francisco that would necessarily, in all probability, be removed from the city and along the line of the defendant's road further into the country, were it not for the prohibitory charges of the defendant, who has control of the only railroad communication south from San Francisco.

Plaintiff further avers that the weight of an average dairy cow's food is 40 pounds, which, multiplied by 7,500, would be a consumption of 300,000 pounds, or a train load daily of fifteen cars of ten tons each, on which the defendant might secure a freight of 50 cents per ton, in place of \$1, which is now charged, and which would amount to \$27,375 annually. And plaintiff avers further, that the product of milk from said cows would average about two gallons each daily, which, multiplied by 7,500, and by 365 days in the year, would equal 1,875,000 cans of three gallons each, and for which, as a return freight, at 2 cents per can—or less than half of the defendant's present tariff—the revenue would be \$37,500, and which, together with the outward freight, and omitting the probable increase in transporting passengers and merchandise, would furnish a total of \$64,875 for new business.

Plaintiff further avers in this connection, that the establishment of large hay and grain barns and warehouses along the line of defendant's road would furnish storage capacity for large quantities of feed, and that relief would thus be afforded, whenever there was a glut in the market, and the defendant's cars and grounds were overwhelmed with an over supply of products from the country. And plaintiff further avers, that the market prices for those products fluctuate violently and disastrously to the producer, by reason of the failure of the defendant to provide convenient and ample facilities for moving freight, such as hay particularly, out of the city, at a reasonable charge, and its failure to allow a connection between the rail and the ship.

VII.

Plaintiff avers that the charge made by defendant of \$3 per car demurrage daily, for not receiving freight after twenty-four hours' notice, is inequitable and unjust, and a serious loss to the producer, when the delay is caused in a great measure by the defendant's prohibitory rate of charges on freight out of the city for short distances.

VIII.

Plaintiff avers that the charge of \$2 50 for simply switching a car for a block or two, on the defendant's line of road, without loading or unloading the same, is far in excess of the real value of the service, and a vexatious loss to the producer or consumer, and equals a haul of a ten-ton car twenty-five miles, at the average charge for transportation throughout the United States.

IX.

Plaintiff avers that there is a large extent of country within the southern limits of the City and County of San Francisco, and ten miles beyond, on the line of the defendant's road, where the soil is sandy and impoverished by cropping, that would support comfortably a multitude of people, if proper fertilizing material could be procured economically; and plaintiff avers that there is a large quantity of such material in San Francisco, now a mass of festering filth, menacing the health and lives of her citizens; and that defendant, having sole control of the only avenue by rail out of the city, is, and should be, in duty bound to remove the same to the country, at such reasonable rate of charges as may be necessary.

Plaintiff further avers, from information and belief, that there would be return freights, within a reasonable time, from the district just mentioned, of vegetables, small fruits, and flowers, to the extent of one train daily, provided the freight charges were reasonable.

X.

Plaintiff avers that, by cleansing the city thoroughly, and removing so many animals, with their consequent filth, and with the production of a more wholesome milk, the improved sanitary condition of the city would be such as to warrant the defendant, and all other good people, to publish the fact that San Francisco was by far the healthiest city in the world for its population, and thereby gain a recognition of great and enduring value to the people of the coast.

XI.

As proof of the fact that defendant is not serving the public, or itself either, to the best of its ability, plaintiff avers, from information and belief, that in building the new Unitarian Church building of this city from stone obtained near the defendant's line of road, and about nine miles from the city, from quarries controlled by the promoters of defendant's corporation, that by reason of the prohibitory charges of defendant all of said stone so used was hauled on wagons.

And plaintiff further avers that said stone is extremely abundant, and valuable for building, macadamizing suburban streets, and various other purposes; and it being a down grade all the way from the mountain to the sea, that said stone could be moved at, or about, 10 cents per ton, and delivered all through the improved southern part of the city, for a distance of four miles, and thereby encourage the erection of substantial fire-proof buildings, in place of the dangerous and flimsy wooden structures now found in that quarter.

XII.

Plaintiff avers that during the season of 1888 that he purchased more than one thousand tons of hay on the line of defendant's road, south of San Bruno, and that by reason of a deficiency in the number of cars necessary for the current business of defendant, and the great uncertainty and irregularity of the service of the defendant, that plaintiff suffered serious loss on account of the idleness of a large number of men and teams that plaintiff was obliged to keep to provide against the constant gluts at San Bruno Station, caused by defendant's irregular service.

And plaintiff further avers that, from lack of rolling stock and needful facilities, producers generally met with large and irreparable losses by not being able to sell and deliver their products when the markets were favorable to them, or when they were in pressing need financially.

XIII.

Plaintiff submits that defendant is prosperous financially, and largely so from its Coast Division line, and that producers of hay and grain along the line of said road are in straitened circumstances by reason of the extremely low market prices ruling for their products, and that it would be a great relief to them to be assured of a living in their vocation by a material reduction in the defendant's charges for freight, which are and must be considered high.

Plaintiff therefore prays your honorable body, that in place of his original request, that you will fix the maximum hundred-mile or over rate, at 2 cents per ton per mile on carload lots for hay and grain, and for any lesser distance that you will consider Section 489 of the Civil Code of California as the law in discriminating between long and short hauls.

R. G. SNEATH,
Plaintiff.

SAN FRANCISCO, CAL., June 17, 1889.

DEFENDANT'S ARGUMENT.

Before the Honorable Board of Railroad Commissioners of the State of California.

R. G. SNEATH, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY (COAST DIVISION), *Defendant.* }

We had supposed, when this matter was heard before the honorable Commission, that the cause stood submitted, and that both sides had rested. We are therefore astonished that plaintiff should come now, after making a long address before your honorable body, and file a new document, denominated by him as a "reply" to our "answer," which "reply" is but a rehash of his speech made before your honorable body in favor of his private dairy against San Francisco dairies. It requires no stretch of the imagination, no flights of intellectual fancy, to see that the plaintiff has not been heretofore and is not now moved by the public interest in his pretended grievances against the defendant railroad, but that, owing to the fact that his dairy is situated several miles out of the City of San Francisco, he is therefore, by reason of some fourteen miles carriage, put at a disadvantage when compelled to compete with city dairies; and his whole action herein is to have the defendant company to favor him personally and privately. He desires to supply San Francisco with milk. He finds that San Francisco dairies interfere with him. He has fourteen miles to haul his products. These San Francisco dairies he kindly and generously denominates in his friendly, business sort of way, "slop" dairies. He gave you, gratuitously, a lecture, to which your honorable body listened with a calmness and consideration extremely remarkable, wherein he informed you of the cost of raising cows, and how much better his cows were than those of the city dairies, and what choice, clean, sweet butter he made, and the superiority of his milk over what he denominates the "swill milk" of the city dairies. He taught you how he fed and watered and cared for his cows, and then, with a facial expression of the utmost contempt, he denounced the slop-fed dairy milk with all its impurities. He also went into sanitary conditions, and grew eloquent over the pure air his cows breathed, while the poor, half-starved, slop-fed city cows were diseased from drinking the fouled waters of the Spring Valley Water Company and breathing the impure air of the City of San Francisco. He outlined how the defendant railroad company might improve the sanitary condition of San Francisco if they would only build up his dairy and help him to grow rich, and weed out those noxious and disease engendering city dairies. Thus he went on for over an hour, and to what purpose? Simply to satisfy all fair minded people that he is a cold-blooded business man, actuated by purely and solely his own selfish ends and purposes. He has no public grievance; but if the defendant railroad would do him the favor to build up his private enterprise at the expense of similar enterprises in San Francisco, then he would be happy. This complaint is frivolous, unjust, and unworthy of your attention, and would not be brought by any one except a man like plaintiff, whose selfishness is so great that he cannot resist the temptation of trying to make your honorable body believe that his private desires are matters of public concern.

I.

As to his written statement under Subdivision "I" of his pretended reply, we have only to say that the conditions and factors controlling fares and freights in the Watsonville case are not the same as in this. •

II.

As to his "II" statement, wherein he refers to Section 489 of Deering's Civil Code, we have only to say that that section was long since repealed by the adoption of the new Constitution.

III.

As to his "III" point in his "reply," the same rule applies as hereinbefore stated, that is, that Section 489 of Deering's Civil Code is now repealed.

IV.

Plaintiff's "IV" point is untrue, as the defendant company has not, persistently or otherwise, refused to allow hay to be transferred from vessels to its cars at Mission Bay wharf, where other products, such as grain, coal, and lumber, are constantly received and discharged, and where hay can readily be received and discharged; but defendant has refused to receive hay, or allow it to be piled in front of Mission Bay Warehouse No. 1, which is leased to a private party, for the reason that the risk of fire is so great that the insurance on the large warehouse at that point, and the insurance on the grain stored therein, would be vitiated, and to permit hay to be received and piled in front of said warehouse would virtually render said warehouse useless and unprofitable.

V.

As to plaintiff's "V" point the same is only an argument on the part of plaintiff, and simply amounts to a showing that the conditions of his business are such that plaintiff

has no need for the railroad company, for he makes \$5,000 to \$6,000 per annum by using teams, and that he is actuated by only one motive—and that motive is the private gain of Mr. R. G. Sneath.

Plaintiff's comparison of this company's charge for freight from San Bruno to San Francisco, with the average charge on all freight moved in the United States and certain individual States, is specious and unfair to this company.

The traffic of our Coast Division is entirely local, the hauls short, and the country served but sparsely populated when compared with the States cited in his answer.

It is manifestly absurd to make any comparison between a local rate in California for a distance of only fourteen miles, with the rates charged on the traffic of a continent, or by the great eastern trunk lines, such as the New York Central, the Erie, the Pennsylvania, the Baltimore and Ohio, and the great coal-carrying roads of the Eastern and Middle States.

It is not true, as plaintiff avers, that our expenses are lower than on eastern roads. On the contrary, as has been so often shown your honorable body, the expenses of California roads are much greater for labor, fuel, and all other supplies, while the volume of traffic is much less. And we are astonished that plaintiff should assume ignorance of a fact so patent to all intelligent persons.

VI.

We are much obliged for the complimentary introductory part of plaintiff's "VI" subdivision of his pretended reply; but we cannot see how the company is to be benefited by the removal of seven thousand five hundred cows to the vicinity of San Bruno. It is a well known fact that this road brings into this market two thirds of the hay consumed here. If a large portion of this hay is to be stopped at San Bruno in consequence of the dairy industry centering at that point, there will be but little hay to ship from San Francisco to San Bruno. It is plain that Mr. Sneath's real motive in asking this honorable Commission for a reduction of 50 cents per ton from producing points on this line, and the establishment of a rate of 50 cents per ton from San Francisco, is to enable him to take advantage of the necessities of the producer on the one hand or a glut in the San Francisco market on the other, to the manifest injury and loss of the producer, for whose welfare he pretends to be so solicitous.

VII

As to plaintiff's "VII" complaint, the defendant is compelled to this regulation, because otherwise defendant would have to build and construct warehouses, simply to hold freight which people neglected to take when delivered at defendant's depots, and defendant is a common carrier and not conducting the business of controlling and managing warehouses. Besides, defendant's regulation is not as stated by plaintiff; but twenty-four hours after service of notice upon the consignee of the arrival of the freight; and it can be readily seen that it is not the duty of the defendant, as a common carrier, to keep warehouses for the shippers of freight, but that it is the duty of the consignee to be ready to take in his freight immediately upon delivery; and a regulation that the consignee is required to receive and take away his freight in twenty-four hours after notice of arrival, is certainly just and reasonable, as the consignee is presumed to know when freight is shipped, and when it will arrive, and should be prepared to receive the same. Any other regulation would put the defendant to large and unreasonable expense, and at the mercy of dilatory and unreasonable men, and delay the speedy and proper action of its large business.

VIII.

As to plaintiff's "VIII" objection, we simply say, this is the rule of all railroads, and is only a just and reasonable compensation for the service rendered.

IX.

The "IX" complaint of plaintiff is imaginary and illusive, and no part of the business of defendant; and whenever there is a demand for fertilizing material, as spoken of by plaintiff, then there will be time enough to consider the proposition, and besides, it is not the business of defendant to make a market for fertilizing material by a reduction of rates of charges below the point of a reasonable compensation. We might say, that if plaintiff will furnish better milk and butter to San Francisco than San Francisco dairies, and at a rate much cheaper than Spring Valley water, that in all probability it will greatly build up his business and destroy these "slop" dairies of which he so much complains. This argument is equally as reasonable as plaintiff's. Now, plaintiff knows that he cannot furnish milk to the citizens of San Francisco below the price of San Bruno water, and carry on his business, and that he is not the especial agent of the Board of Supervisors of San Francisco on the subject of sanitary regulations.

The latter part of complaint "IX" is readily answered by saying that the distance is too short for the railroad to compete with vegetable wagons, and by saying that there is no demand for the transportation by rail of vegetables from the close district mentioned by plaintiff, and his asking the regulation of freight upon articles which have no existence, is puerile and unfair.

X.

As to plaintiff's "X" complaint, we would respectfully state that the defendant is not the Board of Health of San Francisco, nor endowed by law with any of its powers, and that this honorable Commission has no jurisdiction to enforce on the defendant the duty of fixing and regulating the quality of milk or improving the sanitary condition of San Francisco as to the deposit of filth.

XI.

As to plaintiff's "XI" charge, in the hauling of stone from some quarry for the building of the Unitarian Church, we simply say that we know nothing about it. That for short distances, as we have heretofore stated, no railroad can compete with vegetable wagons. That rates and charges are not made and based upon short distances to underbid vehicles, but upon a reasonable compensation for the service rendered.

XII.

As to the "XII" charge, we admit that such a condition of things will sometimes occur, and does occur, not only with defendant, but with all railroads. But the defendant claims that no railroad is required by law, and no just man will expect that this defendant will keep on hand a large number of idle and empty cars, simply to meet an unexpected demand because of an unusual or extraordinary season, or an unusual market. Defendant has on hand cars and rolling stock sufficient in quantity and capacity to transport every pound of freight produced along its line in reasonable time for the accommodation of all its customers. Railroads are not run upon the rise and fall of the market price of products, but upon the supposed necessary and just demands of the business along its road. Defendant has all the cars necessary, and is doing and *has done* all the freighting of the road with fairness, impartiality, and dispatch, and at a just and reasonable, and only a just and reasonable, rate of charge.

XIII.

In reply to plaintiff's "XIII" and last charge, we deny that the producers of hay and grain along the line of its Coast Division road are in straightened circumstances by reason of the freight rates charged by defendant.

And we aver that plaintiff's gratuitous interference in behalf of the producers along the line of defendant's road does not spring from any want of reduction of rates in behalf of the producer, who presents no complaint before your honorable body, but from a selfish desire on the part of Mr. R. G. Sneath to accomplish his private and selfish purposes by making it appear that the producers are interested in his unjust complaint.

Not recognizing the document filed by plaintiff as a pleading, but looking upon the same as an argument, we respectfully request that its prayer be denied.

Respectfully submitted.

S. F. GEIL AND H. V. MOREHOUSE,
Attorneys for the Defendant.

BRIEF OF COAST DIVISION.

Before the Board of Railroad Commissioners.

R. G. SNEATH, *Plaintiff,*

vs.

SOUTHERN PACIFIC COMPANY (COAST DIVISION), *Defendant.*

DEFENDANT'S REPLY.

We had supposed, when this matter was heard before the honorable Commission, that the cause stood submitted, and that both sides had rested. We are therefore astonished that plaintiff should come now, after making a long address before your honorable body, and file a new document, denominated by him as a "reply" to our "answer," which "reply" is but a rehash of his speech made before your honorable body in favor of his private dairy against San Francisco dairies. It requires no stretch of the imagination, no flights of intellectual fancy, to see that the plaintiff has not been heretofore, and is not now, moved by the public interest in his pretended grievances against the defendant railroad, but that, owing to the fact that his dairy is situated several miles out of the City of San Francisco, he is therefore by reason of some fourteen miles carriage, put at a disadvantage, when compelled to compete with city dairies; and his whole action herein is to have the defendant company favor him personally and privately. He desires to supply San Francisco with milk. He finds that San Francisco dairies interfere with him. He has fourteen miles to haul his products. These San Francisco dairies he kindly and generously denominates, in his friendly, business sort of way, "slop" dairies. He gave you, gratuitously, a lecture, to which your honorable body listened with a calmness and consideration extremely remarkable; wherein he informed you of the cost of raising cows, and how much better his

cows were than those of the city dairies, and what choice, clean, sweet butter he made; and the superiority of his milk over what he denominates the "swill milk" of the city dairies. He taught you how he fed and watered and cared for his cows; and then, with a facial expression of the utmost contempt, he denounced the slop-fed city dairy milk, with all its impurities. He also went into sanitary conditions, and grew eloquent over the pure air his cows breathed; while the poor, half starved, slop-fed city cows were diseased from drinking the fouled waters of the Spring Valley Water Company and breathing the impure air of the City of San Francisco. He outlined how the defendant railroad company might improve the sanitary condition of San Francisco, if they would only build up *his* dairy and help him to grow rich, and weed out those noxious and disease-engendering city dairies. Thus he went on for over an hour, and to what purpose? Simply to satisfy all fair minded people that he is a cold-blooded business man, actuated by purely and solely his own selfish ends and purposes. He has no public grievance, but, if the defendant railroad would do him the favor to build up his private enterprise, at the expense of similar enterprises in San Francisco, then he would be happy. This complaint is frivolous, unjust, and unworthy of your attention, and would not be brought by any one, except a man like plaintiff, whose selfishness is so great that he cannot resist the temptation of trying to make your honorable body believe that his private desires are matters of public concern.

I.

As to his written statement under Subdivision "I" of his pretended reply, we have only to say, that the conditions and factors controlling fares and freights in the Watsonville case are not the same as in this.

II.

As to his "II" statement, wherein he refers to Section 489 of Deering's Civil Code, we have only to say, that that section was long since repealed by the adoption of the new Constitution.

III.

As to his "III" point in his "reply," the same rule applies as hereinbefore stated, that is, that Section 489 of Deering's Civil Code is now repealed.

IV.

Plaintiff's "IV" point is untrue, as the defendant company has not, persistently or otherwise, refused to allow hay to be transferred from vessels to its cars at Mission Bay wharf, where other products, such as grain, coal, and lumber are constantly received and discharged, and where hay can readily be received and discharged; but defendant has refused to receive hay, or allow it to be piled in front of Mission Bay Warehouse No. 1, which is leased to a private party, for the reason that the risk of fire is so great that the insurance on the large warehouse at that point, and the insurance on the grain stored therein, would be vitiated, and to permit hay to be received and piled in front of said warehouse would virtually render said warehouse useless and unprofitable.

V.

As to the plaintiff's "V" point, the same is only an argument on the part of plaintiff, and simply amounts to a showing that the conditions of his business are such that plaintiff has no need for the railroad company, for he makes \$5,000 to \$6,000 per annum by using teams.

Plaintiff's comparison of this company's charge for freight from San Bruno to San Francisco, with the average charge on all freight moved in the United States and certain individual States, is specious and unfair to this company.

The traffic of our Coast Division is entirely local, the hauls short, and the country served but sparsely populated, when compared with the States cited in his answer.

It is manifestly absurd to make any comparison between a local rate in California for a distance of only fourteen miles with the rates charged on the traffic of a continent, or by the great eastern trunk lines, such as the New York Central, the Erie, the Pennsylvania, the Baltimore and Ohio, and the great coal-carrying roads of the Eastern and Middle States.

It is not true, as plaintiff avers, that our expenses are lower than on eastern roads. On the contrary, as has been so often shown your honorable body, the expenses of California roads are much greater for labor, fuel, and all other supplies, while the volume of traffic is much less, and we are astonished that plaintiff should assume ignorance of a fact so patent to all intelligent persons, and that he is actuated by only one motive, and that motive is the private gain of Mr. R. G. Sneath.

VI.

We are much obliged for the complimentary introductory part of plaintiff's "VI" subdivision of his pretended reply, but we cannot see how this company is to be benefited by the removal of seven thousand five hundred cows to the vicinity of San Bruno. It is a

well known fact that this road brings into this market two thirds of the hay consumed here. If a large portion of this hay is to be stopped at San Bruno in consequence of the dairy industry centering at that point, there will be but little hay to ship from San Francisco to San Bruno. It is plain that Mr. Sneath's real motive in asking this honorable Commission for a reduction of 50 cents per ton from producing points on this line, and the establishment of a rate of 50 cents per ton from San Francisco, is to enable him to take advantage of the necessities of the producer on the one hand or a glut in the San Francisco market on the other, to the manifest injury and loss of the producer, for whose welfare he pretends to be so solicitous.

VII.

As to plaintiff's "VII" complaint, the defendant is compelled to this regulation, because otherwise defendant would have to build and construct warehouses, simply to hold freight which people neglected to take when delivered at defendant's depots; and defendant is a common carrier and not conducting the business of controlling and managing warehouses. Besides defendant's regulation is not as stated by plaintiff; but twenty-four hours after service of notice upon the consignee of the arrival of the freight, and it can be readily seen that it is not the duty of the defendant as a common carrier to keep warehouses for the shipper's freight, but that it is the duty of the consignee to be ready to take in his freight immediately upon delivery; and a regulation that the consignee is required to receive and take away his freight in twenty-four hours after notice of arrival, is certainly just and reasonable, as the consignee is presumed to know when freight is shipped, and when it will arrive, and should be prepared to receive the same. Any other regulation would put the defendant to large and unreasonable expense, and at the mercy of dilatory and unreasonable men, and delay the speedy and proper action of its large business.

VIII.

As to plaintiff's "VIII" objection, we simply say this is the rule of all railroads, and is only a just and reasonable compensation for the services rendered.

IX.

The "IX" complaint of plaintiff is imaginary and illusive, and no part of the business of defendant, and whenever there is a demand for fertilizing material, as spoken of by plaintiff, then there will be time enough to consider the proposition, and besides it is not the business of defendant to make a market for fertilizing material by a reduction of rates of charges below the point of a reasonable compensation. We might say that if plaintiff will furnish better milk and butter to San Francisco than San Francisco dairies, and at a rate much cheaper than Spring Valley water, that in all probability it will greatly build up his business and destroy "slop" dairies of which he so much complains. This argument is equally as reasonable as plaintiff's. Now plaintiff knows that he cannot furnish milk to the citizens of San Francisco below the price of San Bruno water and carry on his business, and that he is not the especial agent of the Board of Supervisors of San Francisco on the subject of sanitary regulations.

The latter part of complaint "IX" is readily answered by saying that the distance is too short for the railroad to compete with vegetable wagons, and by saying that there is no demand for the transportation by rail of vegetables from the close district mentioned by plaintiff, and his asking the regulation of freight upon articles which have no existence, is puerile and unfair.

X.

As to plaintiff's "X" complaint, we would respectfully state that the defendant is not the Board of Health of San Francisco, nor endowed by law with any of its powers; and that this honorable Commission has no jurisdiction to enforce on the defendant the duty of fixing and regulating the quality of milk, or improving the sanitary condition of San Francisco as to the deposit of filth.

XI.

As to plaintiff's "XI" charge, in the hauling of stone from some quarry for the building of the Unitarian Church, we simply say we know nothing about it. That for short distances, as we have heretofore stated, no railroad can compete with wagons. The rates and charges are not made and based upon short distances to underbid vehicles, but upon a reasonable compensation for the service rendered.

XII.

As to the "XII" charge, we admit that such a condition of things will sometimes occur, not only with the defendant, but with all railroads. But the defendant claims that no railroad is required by law, and no just man will expect, that this defendant will keep on hand a large number of idle and empty cars, simply to meet an unexpected demand, because of an unusual or extraordinary season, or an unusual market. Defendant has on hand cars and rolling stock sufficient in quantity and capacity to transport every pound of freight produced along its line in reasonable time for the accommodation of all

its customers. Railroads are not run upon the rise and fall of the market price of products, but upon the supposed necessary and just demands of the business along its road. Defendant has all the cars necessary, and is doing and *has done* all the freighting of the road, with fairness, impartiality, and dispatch, and at a just and reasonable, and only a just and reasonable, rate of charge.

XIII.

In reply to plaintiff's "XIII" and last charge, we deny that the producers of hay and grain along the line of its Coast Division road are in straightened circumstances by reason of the freight rates charged by the defendant; and we aver that plaintiff's gratuitous interference in behalf of the producers along the line of defendant's road does not spring from any want of a reduction of rates in behalf of the producer, who presents no complaint before your honorable body, but from a selfish desire on the part of Mr. R. G. Sneath to accomplish his private and selfish purposes, by making it appear that the producers are interested in his unjust complaint.

Not recognizing the document filed by plaintiff as a pleading, but looking upon the same as an argument, we respectfully request that its prayer be denied.

Respectfully submitted.

S. F. GEIL AND H. V. MOREHOUSE,
Attorneys for the Defendant.

DEFENDANT'S POINTS AND AUTHORITIES.

Before the Honorable Board of Railroad Commissioners of the State of California.

R. G. SNEATH, Plaintiff,

vs.

SOUTHERN PACIFIC COMPANY, Defendant. }

BRIEF OF DEFENDANT.

By request of your honorable body we file this brief as to the one legal proposition, that Section 489 of Deering's Civil Code is repealed by the adoption of the new Constitution.

It will be observed that by Section 489 of the Civil Code, that the *Legislature* had the power to fix and did fix the charges for freight and fares. Before the adoption of the new Constitution, the Legislature made the rules by which railroads were to regulate the charges of fares or freights, and the railroads looked to the Legislature.

But by Section 22 of Article XII of the new Constitution, this right was taken from the Legislature and given solely and exclusively to your honorable body, and the Constitution says, "*it shall be their duty to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies.*"

For this "purpose" you have power to "issue subpoenas" to "hear and determine complaints," and to act in "the same manner and to the same extent as Courts of record," and in the event of a railroad company failing to conform to the rates of charges fixed by you, the railroad company shall be fined not exceeding \$20,000, and the rates of charges fixed by you shall in all controversies be deemed *conclusively just and reasonable*.

Now, then, this constitutional provision puts the defendant company under the absolute control of your honorable body, and the only power left the Legislature is that it may district the State into Railroad Districts (Section 23, Article XII, new Constitution), and that it shall have power to pass laws necessary for the enforcement of the provisions of Section 22, Article XII (Section 24, Article XII, new Constitution), and it is provided by Section 1, Article XXII, new Constitution, that "the provisions of all laws which are inconsistent with this Constitution shall cease upon the adoption thereof."

This law is inconsistent, because by it the defendant railroad company would have to obey an Act of the Legislature fixing the rate of charges, instead of an order of your honorable body; because the Legislature, after the adoption of the new Constitution, has no power to fix rates of charges; because there is a different penalty fixed for the violation of Section 489 by the defendant company, than to an order of your honorable body; because your honorable body has the right to fix, and you have fixed, different rates of charges; because the rates fixed by you shall be deemed *conclusively just and reasonable*, while the rates fixed by Section 489, C. C., have no such *presumption* attending them.

We need not cite other inconsistencies, because it is perfectly apparent that the intention of the framers of the new Constitution was to take the right of fixing the rates of charges of fares or freights away from the Legislature and delegate and remand this whole question to your honorable body—a body created and established for no other purpose—and when such is the case the Act of the Legislature falls.

In the case of the *People vs. Martin*, 60 Cal. 153, Section 12 of Article XI of the new Constitution was held to have repealed Section 3360 of the Political Code, because it was apparent that it was the intention of the framers of the new Constitution "to take the power of imposing license taxes from the Legislature and vest it in the local authorities."

So by parity of reasoning it is apparent that it was the intention of the framers of the new Constitution to take the power of fixing the rates of charges of fares and freights from the Legislature and vest the same in your honorable body.

And again, by Section 22 of Article I, new Constitution, "The provisions of the new

Constitution are both mandatory and prohibitory, unless by *express words* they are declared to be otherwise."

Therefore, when the Constitution vests the power absolutely in your honorable body to fix the *rate of charges*, all other laws or rules of charges are prohibited, and Section 489, C. C., is at once repealed.

This must be true, or else the defendant company would be under the necessity of obeying two masters, exacting two different and conflicting rates of charges, so that, if we obeyed Section 489, C. C., then we would be subject to the \$20,000 penalty for violating the rates of charges fixed by your honorable body; but if we obey the orders of your honorable body, then we would be subject to the annoyance of vexatious suits and punitive damages fixed by Section 489, C. C. From this it is clearly seen that either Section 489, C. C., controls the Constitution, or else the Constitution controls Section 489, C. C., and it will not be *seriously* argued that an organic law like the Constitution of the State can be defeated by a legislative enactment.

It has been held that a statute is repealed by a new statute revising the *whole subject-matter of the first*.

Bartlett vs. King, 12 Mass. 537.

Nichols vs. Squire, 5 Pick. 168.

It is also held "that a subsequent statute, which is *clearly repugnant to a prior one*, necessarily repeals the former, although it do not so in terms; and even if the subsequent statute be *not repugnant* in all its provisions to a prior one, *yet if the latter statute was clearly intended to prescribe the only rule that should govern in the case provided for, it repeals the original Act.*"

Sedgwick on Stat. Con., p. 104.

"Where the second Act *in pari materia* embraces all the provisions of the first, and also new provisions, and imposes *different penalties*, it repeals the former by implication."

U. S. vs. Tynen, 11 Wall. 88.

If a later statute *intends* to prescribe the *only rule* relating to the *subject-matter*, as the Constitution does in this case, the former statute is repealed.

Sacramento vs. Bird, 15 Cal. 294.

Swan vs. Buck, 40 Mass. 268.

Weeks vs. Walcott, 15 Gray. 54.

Wakefield vs. Phelps, 37 N. H. 295.

Farr vs. Brackett, 30 Vt. 344.

Giddings vs. Cox, 31 Vt. 607.

State vs. Conklin, 19 Cal. 501.

Stirman vs. State, 21 Tex. 734.

Conley vs. Calhoun, 2 W. Va. 416.

So, also, where the later statute imposes a *different punishment*, as the Constitution does here, the former statute is repealed.

Gorman vs. Hammond, 28 Geo. 85.

Mullen vs. People, 31 Ill. 444.

State vs. Harsey, 14 Ind. 185.

State vs. Pierce, 14 Ind. 302.

Flaherty vs. Thomas, 12 Allen, 428.

So where the same power is given to a different public body, as here in our Constitution your honorable body has been created for the special purpose of fixing rates of charges, the former Act is repealed.

Daw vs. Metropolitan Board, 12 C. B., 161.

And the Constitution is to be interpreted like statutes.

Sedg. on Con. of Statutes, 19.

It will be clearly seen from these authorities that Section 489 of the Civil Code was repealed by the new Constitution.

First—Because the power to fix rates was taken from the Legislature and given to your honorable body.

Second—Because it was the intention of the framers of the new Constitution to repeal all laws on the subject.

Third—Because Section 489, C. C., is *repugnant* to the new Constitution.

Fourth—Because the new Constitution provides a different penalty for failure to put in force the rates fixed by your honorable body.

Fifth—Because the *whole subject* of rates was changed and revised in the new Constitution.

Sixth—Because the Constitution fixes the *only rule* on the subject of rates, by making the rates fixed by your honorable body *conclusively* just and reasonable.

Seventh—Because the new Constitution embraces everything in Section 489, C. C., and adds new provisions.

Eighth—Because the Constitution takes the power from the Legislature, and vests it absolutely in your honorable body.

Ninth—Because the defendant company cannot obey the statute and your honorable body at the same time.

Tenth—Because the entire purpose of the new Constitution was to change the law on the subject of railroads as to rates of charges, etc., and declares that all laws repugnant to its provisions are repealed, and that its provisions are *prohibitory* and *mandatory*.

For these reasons we submit that Section 480, C. C., has no existence, and was and is repealed.

Respectfully submitted.

S. F. GEIL AND H. V. MOREHOUSE,
Attorneys for Southern Pacific Company.

PLAINTIFF'S DEMURRER TO DEFENDANT'S BRIEF.

Before the Board of Railroad Commissioners.

R. G. SNEATH, *Plaintiff*,

vs.

SOUTHERN PACIFIC COMPANY (COAST DIVISION), *Defendant*.

Plaintiff demurs to the brief of S. F. Geil and H. V. Morehouse, in behalf of the Southern Pacific Company, filed in your office on the third day of September, 1889, on the following grounds:

First—On the ground of surprise, as the plaintiff was not aware of the fact that your honorable body accepted as argument and good pleading the kind of language employed in their brief.

Second—That plaintiff's vocabulary is quite unsuitable, through lack of education, to respond properly on the occasion of a final hearing before your honors, and that further time will be necessary for preparation.

Plaintiff, therefore, submits that he should have a reasonable time granted, in order that he may become more familiar with the language used, and consult with the Hon. J. L. Sullivan, an accepted authority on matters of self defense, and that he should be granted the privilege of reinforcing his arguments with a rapid firing gun, such as are used with cranks, and a knife of the pattern made for the use of Judges.

Plaintiff admits that he has stated in his complaints before your body, that the defendant is and has been charging from five to ten times as much as they do in the Eastern States, for the same service—in transporting freight—and that it is a very serious matter, especially to the plaintiff, but the plaintiff believes, and so states, that if his request for reinforcements is granted that he will be able to fully prove his assertions to be true.

Respectfully submitted.

R. G. SNEATH,
Plaintiff.

SAN FRANCISCO, September 5, 1889.

PLAINTIFF'S SUBPENA.

In the Board of Railroad Commissioners.

R. G. SNEATH,

vs.

SOUTHERN PACIFIC COMPANY (COAST DIVISION).

The People of the State of California send greeting to Berry Baldwin, W. W. Chase, Jas. M. Costigan, Frank Dalton, E. Van Every, Jno. Laws, Geo. B. Morrow, A. C. Paulsell, Jno. McCord, H. C. Summers, J. L. Verneil, Jacob Eppinger:

We command you, that all and singular business and excuses being set aside, you appear and attend before our said Board, at our office at 119 Phelan Block, San Francisco, on Monday, the twenty-fifth day of November, 1889, at 11 o'clock A. M., and then and there to testify in the above stated matter now pending in said Board; and for a failure to attend you will be deemed guilty of a contempt of this Board, and liable to pay all losses and damages sustained thereby by the parties aggrieved, and forfeit one hundred dollars in addition thereto.

Witness, P. J. White, President of said Board, with the seal thereof annexed, this twenty-first day of November, 1889.

[SEAL.]

V. W. GASKILL,
Secretary of the Board of Railroad Commissioners.

All of above named were served.

CHAS. H. ELDRED,
Bailliff of Commission.

Dated November 25, 1889.

BRIEF AND ARGUMENT OF PLAINTIFF.

Before the Honorable Board of Railroad Commissioners of the State of California.

R. G. SNEATH, Plaintiff,

vs.

SOUTHERN PACIFIC COMPANY, Defendant. }

BRIEF OF PLAINTIFF.

The defendant claims that Section 489 of the Civil Code, and every part thereof, was repealed and rendered inoperative by the adoption of the new Constitution, while the plaintiff maintains that the provisions of the said section and of the new Constitution may readily be so harmonized that they may stand together as the law of the State.

Section 1 of the schedule of the new Constitution provides that all laws "in force at the adoption of this Constitution," not inconsistent therewith, shall remain in full force and effect until altered or repealed by the Legislature. Only such laws as were inconsistent with its provisions were repealed by its adoption.

In Re Stuart, 53 Cal. 745.

This is simply a statement of the rule applicable to changes in statutory law by subsequent enactments. The true meaning of this rule will be shown by a brief examination of leading authorities.

A statute can be repealed only by an express provision of a subsequent law, or by necessary implication through a positive repugnancy between the provisions of the latter and former enactments to such an extent that they cannot stand together, or be consistently reconciled.

Connors vs. Carp River Iron Co., 54 Mich. 168.

In the case now presented to your honorable body there is no repeal in express terms; and, if any exists, it must be because of inconsistency and repugnancy between the provisions of Section 489, C. C., and Section 22 of Article XII of the new Constitution. It must be, in short, a repeal by implication. But repeals by implication are not favored, and the presumption always is that both the former and the latter enactments remain in full force. The burden of proof is always on those who claim the repeal.

"Repeals by implication are never favored; on the contrary, if prior and subsequent legislative enactments may well subsist together, Courts are bound to uphold the former, is a principle too well established to require comment."

People vs. Gerke, 37 Cal. 228, 232.

Estate of Beech, 63 Cal. 459.

People vs. S. F. & S. J. R. R. Co., 28 Cal. 254.

State vs. Green, 3 Hill, 472.

Johnson vs. Hahn, 4 Neb. 140.

Where two Acts are seemingly repugnant, they must, if possible, be so construed that the latter may not operate as a repeal of the former.

Blain vs. Bailey, 25 Ind. 165.

In *Crosby vs. Patch*, 18 Cal. 439, Chief Justice Field says that "repeals by implication are not favored." Such is the universal doctrine of the authorities. "Whenever two Acts," says the Supreme Court of Pennsylvania, "can be made to stand together, it is the duty of the Judge to give both of them full effect. *Even when they are seemingly repugnant, they must, if possible, have such a construction that one may not be a repeal of the other, unless the latter one contains negative words, or the intention to repeal is made manifest by some intelligible form of expression.*" *Brown vs. County Commissioners*, 21 Penn. 43. The following from the Supreme Court of New York is also quoted with approval by the learned Chief Justice: "The invariable rule of construction in respect to the repealing of statutes by implication is that the earliest Act remains in force, unless the two are manifestly inconsistent with and repugnant to each other; or unless in the latest Act some express notice is taken of the former, plainly indicating an intention to abrogate it. As laws are presumed to be passed with deliberation and with full knowledge of all existing ones on the same subject, it is but reasonable to conclude that the Legislature, in passing a statute, did not intend to interfere with or abrogate any former law relating to the same matter, unless the repugnancy between the two is irreconcilable."

Bowen vs. Lease, 5 Hill, 226.

See also in this connection:

Dwarris on Statutes, 674.

Western Savings Fund Society vs. Philadelphia, 31 Penn. State 175; S. C. 72, Am. Dec. 730. Sedgwick on Statutory and Constitutional Law, 98 and following.

The case of *Crosby vs. Patch*, 18 Cal. 439, is very instructive in connection with the present inquiry, because it answers one of the principal arguments presented in the brief of learned attorneys for the defendant, founded upon a revision of the subject-matter. In that case it was held that Article VI of the Revenue Act of 1854 was not repealed by the Revenue Act of 1857, although it was admitted that the latter Act declared *all property* in the State subject to taxation, with certain specified exceptions, among which consigned

goods (the property to which the said article of the Act of 1854 referred) were not designated, and although the definition of "personal property" given in the Act of 1857 was sufficiently comprehensive to include goods of that class. Notwithstanding its comprehensive character, the Court says, in conclusion, that "such a construction must be given to the general language of the Act of 1857 as will leave the provisions as to consigned goods of Article VI of the Act of 1854 in full force."

The rule of interpretation thus laid down has been recently affirmed by the California Supreme Court, in two important cases:

Bank of British North America vs. Cahn, 21 Pac. Rep. 863.
In re Yick Wo, 68 Cal. 304.

Again, the general rule is well settled that Acts are not to be deemed inconsistent, when both may stand and effect be given to each.

Chew Heong vs. United States, 112 U. S. 545.
In re Kiernan, 62 N. Y. 457.
State vs. Wilson, 43 N. A. 415.

The inconsistency must be plain and unavoidable.

Foster's Case, 11 Coke, 56. 63 a.
People vs. Palmer, 52 N. Y. 83.
Brown vs. McCormick, 28 Mich. 215.

"If the two statutes, on any reasonable construction, can stand together, and if the latter enactment has scope to operate and an apparent purpose of its own without working a repeal of the earlier provision, both must be upheld and harmonized."

Matter of Curser, 89 N. Y. 403.
United States vs. Langston, 118 U. S. 389, 393.
Fowler vs. Perkins, 77 Ill. 271.
Iverson vs. State, 52 Ala. 170.

The rule is very neatly and concisely stated in the New York case of *Matter of Curser*: "A repeal by implication must be the necessary solution of an inconsistency not otherwise to be solved."

Let us now apply these principles to the case in hand. Section 489 of the Civil Code provides that rates of charges on the various railroad lines in this State shall be graduated in a certain manner. Under this section the railroad companies were to fix the charges. The main object of the section seems to have been, however, to secure uniform rates throughout the State, and to prevent discrimination. One rate of charges is established for a distance of one hundred miles or over; one rate for a distance of seventy-five and less than one hundred miles, to be not more than 10 per cent in excess of the first rate, etc. The section, therefore, has an object of its own, which is distinct from that of any section in the new Constitution. Now, using the rule laid down in the foregoing cases, have the sections of the new Constitution, and particularly Sections 22 and 23 of Article XII, "scope to operate, and an apparent purpose of their own, without working a repeal of" Section 489, Civil Code? The answer seems plain. By the new Constitution, the work of fixing rates and charges was taken from the railroad companies and conferred upon your honorable body, but your action should be subject, as that of the companies was before 1879, to the rules laid down in Section 489. Your honorable body have the most important duties to perform under the new Constitution, even if the limitation prescribed by said section remain in force. On the other hand, there is reason for the section, which is not covered by the provisions of the new Constitution referred to. This construction of Section 489 and of the new Constitution is "reasonable," and it is possible to reconcile and harmonize the prior and subsequent enactment in this way. It is to be presumed that the Constitutional Convention and the people, in framing and in ratifying the new Constitution, had the former law in view, and, no express repeal having been made, and the former and later enactment being susceptible to such interpretation as we have given, both must stand together as the law of the State.

It is not true that the constitutional provisions cover the entire ground. We have shown sufficient reason for the enactment of the section outside of any purpose which actuated the framers of that instrument. The following from the United States Supreme Court is in direct point: "A repeal by implication must be by necessary implication, for it is not sufficient to establish that subsequent laws cover some, or even all, the cases provided for by it, for they may be merely affirmative, or cumulative, or auxiliary."

Wood vs. U. S., 16 Peters, 342.
Chicago, M. and St. P. R. R. vs. U. S., 127 U. S. 406.

Section 489 and the new Constitution are not, then, inconsistent. The repugnancy is not plain and manifest, the conflict is not irreconcilable. On the contrary, reconciliation and harmony are possible, and that upon a reasonable construction.

Again, the rule established by the cases is that "when a later statute is absolutely repugnant to a former in part only, it repeals the former only in so far as the repugnancy extends and leaves the remainder of the former Act in force."

Connors vs. Carp River Iron Co., 54 Mich. 168.
Wood vs. U. S., 16 Peters, 342, 362.
Hawkins vs. Mayor, 64 N. Y. 22.
Mongeon vs. The People, 55 N. Y. 613.

That part of Section 489 requiring the railroad companies to fix and publish rates was abrogated by the adoption of the new Constitution; but the limits regarding the graduation of the rates apply to your honorable body with as much force as if they had been made a part of Section 22 of Article XII of the Constitution. That part of the statute has plainly not been abrogated.

To use another class of cases, laws special in their application "are not deemed repealed by general legislation, except upon the clearest manifestation of an intent of the Legislature to effect such repeal, and ordinarily an express repeal by some intelligible reference to the special Act is necessary to accomplish that end."

People vs. Quigg, 59 N. Y. 88.

Section 489, C. C., has a special object, viz.: to prevent discrimination and to insure uniformity in rates. A general enactment, establishing a Commission to fix charges, does not abrogate the special limitations imposed by the prior statute.

The only argument in the brief of the learned counsel for defendant which remains to be considered, is that founded upon the cases holding that a former statute is repealed by a later, which imposes a different penalty or punishment. But these cases do not apply to the matter under inquiry. In the case before your honorable body the offenses forbidden are not the same. The rates established by your honorable body may be, and probably always are, less than the extreme limit of 15 cents per mile per ton of freight laid down in the Code, and were no penalty provided in the new Constitution the railroad companies might disobey those rates with perfect impunity, so long as the limit of the Code was not passed. And thus we see again that Section 489 of the Civil Code has a scope and purpose of its own, not covered by the provisions of the new Constitution, and that no repeal of the former has been worked by necessary implication upon the adoption of the latter.

Plaintiff therefore respectfully submits to your honorable body that the provisions of Section 489 of the Civil Code, providing that rates and charges be graduated in a certain manner, as therein laid down, are still in force, and must be followed by your honorable body in performing the duties imposed upon you by the new Constitution in fixing railroad rates and charges.

Respectfully submitted.

SHELDON G. KELLOGG,
Attorney for Plaintiff.

ARGUMENT.

The defendant avers that the rate of \$1 per ton per carload lots from San Francisco to San Bruno (shipper loading and unloading) cannot be reduced and leave defendant any margin of profit for the service—distance fourteen miles.

It has been proved conclusively by letters in your possession from the Superintendent and attorney of the defendant, that freight cars generally go empty from San Francisco southward and past San Bruno. It would, therefore, be greatly to the interest of the defendant to secure more freight by reducing rates on freight southward from this city, as well as to leave off cars at San Bruno in coming north, and thus be relieved from transporting freight over the only heavy grade on their Coast Division road, and for which no allowance is now made.

We can ascertain the relative value of the service of this company's Coast Division road by comparing the service and charges of other roads of our country with its charges, and thus approach the question as to what defendant can do profitably. The average charge per ton per mile of all the roads in the United States, according to Poor's Manual, our best authority, is less than 1 cent, viz.: .907 of 1 cent, which includes all classes of freight, and small as well as large quantities, with warehousing and handling, while many roads charge much less, or as follows: New York Central, .77 of 1 cent; Pennsylvania, .63; New York, Lake Erie, and Western, .66; Philadelphia and Erie, .51; Lake Shore and Michigan, .63; Michigan Central, .69; Chicago, Rock Island, and Pacific, .93; Pittsburg and Fort Wayne, .66; or an average for the above eight roads of about .68 of a cent for all kinds and quantities of freight.

The cost of moving freight by rail is stated by the Interstate Commission, on those roads mentioned in their report for 1888, to be .63 of a cent per ton per mile, while the statistician of the Atchison, Topeka, and Santa Fe makes the cost from this city to the Missouri River, on carload lots of sugar, to be .475, or less than one half cent per ton. This difference between .475 and .63 of a cent is accounted for by the fact that the lower cost is for carload lots and long hauls, as compared with every class and quantity of freight, as well as short and long hauls, and amounts to less than 50 per cent on the lower cost.

From Calgary to Port Arthur, on the Canadian Pacific Railroad, their charges on local freight, where there is no competition, ranges on farmers' produce of various kinds from .52 to .91 of a cent per ton per mile, according to distance; and yet, notwithstanding the unsettled condition of that country, severe winters, and heavy grades, they report their earnings for the past year to be $3\frac{1}{2}$ per cent on their capital stock.

The combination rate on grain from Chicago to New York, about one thousand miles, is \$5 per ton, or one half cent per ton per mile, and appears to give entire satisfaction to the eastern roads, for the reason, no doubt, that the rate has generally ruled lower.

With these facts it may be safely assumed that the following, furnished by the Interstate Commerce Commission for the year 1888, and relating to the operations of 136,883.53 miles of road, is measurably correct, but, perhaps, higher in average than if the whole number of miles in operation were reported:

Average cost carrying one ton of freight one mile	\$0 0063
Average cost running passenger train per mile	84
Average cost running a freight train one mile	1 03
Average cost running all revenue trains one mile	96
Average cost running freight train in California one mile	1 17

Your Secretary, Mr. Gaskill, shows that the coal used in a mile run of defendant's train is sixty-seven and twenty-eight one hundredths pounds, which, at \$6 72 per ton, the cost to that company would be, at two thousand two hundred and forty pounds per ton, about 20 cents per mile for a full train of cars.

These figures are instructive, especially to the people of California, whose experience in railroading is limited. That freight could be carried at a cost of one half cent per ton per mile seems incredible, and yet from the best authorities we have on the subject, there is a fair profit to many roads at that rate.

The rate of freight to San José, according to the defendant's schedule, on grain, carload lots, loaded by shipper, is \$1 75 per ton, or 3½ cents per ton per mile for fifty miles to this city, or more than seven times the average cost to them. This portion of defendant's road is almost a dead level, except the grade from San Bruno north, and yet the same charge is made to San Bruno from San José, a distance of thirty-six miles on a dead level, and which equals 4.86 cents per mile, or nearly ten times the probable cost of the service.

A few years ago the orchardists of Santa Clara County, in order to utilize the ground in their young orchards, planted many acres of squash and raised hundreds of tons more than could be used in their country. They sought a market for the surplus at San Bruno and this city, and could have sold many hundred tons that rotted in the field had the freight been reduced to 3 cents per ton per mile to San Bruno.

From defendant's report to the Interstate Commission the cost of running a freight train one mile is \$1 17, and on such a level road as that to San José, two hundred tons should not be rated as a heavy load for one locomotive. Now, the distance being fifty miles, the total cost would be \$58 50 for a train load, and the net profit would be \$291 50 each trip. Estimating the cost per ton per mile at one half cent, which is liberal, or 25 cents per ton to San José, fifty miles, the cost of a train load would be \$50, and the receipts \$350, or just \$300 profit on grain. And if we add 50 per cent more for classified goods, the profit would be \$475 over cost on one train load.

Now, applying this condition to the thirty-six miles between San José and San Bruno, we have two hundred tons at \$1 75 per ton equals \$350 for grain, cost to defendant; two hundred tons at 18 cents, or one half cent per ton, \$36, leaving a profit of \$314, or \$489 for classified goods over operating cost. The charges, therefore, are on classified goods \$10 50 per train per mile, or ten times as much as the average cost of the roads of the United States for a like service, and within a portion of nine times as much as the cost is admitted to be by defendant on its Pacific system of roads, which includes, of course, its heavy mountain grades.

The rate on grain, you will notice, from San José to San Bruno, is \$1 75 per ton; for thirty-six miles of service, is at the rate of 4.86 cents per ton per mile, or nearly ten times the cost of the service; and the rate from San Francisco to San Bruno—\$1 for fourteen miles—equals over fourteen times the cost. And when you consider the charge of \$1 per ton to Ocean View, a distance of seven miles from the city, you will no doubt be surprised to find the rate is nearly twenty-nine times the average cost of railway freight service.

The average annual net earnings, as set forth in Poor's Manual, of the railroads of the United States is \$2,045 per mile; the net earnings of defendant's Pacific System, \$3,050 83; those of the Central Pacific alone being \$1,561 86, and of the Union Pacific, \$4,451 89. The net earnings of defendant's Pacific System is 50 per cent greater than the average of the United States, and is about 6 per cent on a cost of \$50,000 per mile of road. The earnings of the Central Pacific are 125 per cent more than the average of other roads, and equals about 5 per cent on a cost of \$90,000 per mile of road. The figures for the Coast Division are not given separately, but we may safely estimate that its earnings per mile are fully an average of the whole system, or \$3,050 83 per mile; and as the roadbed is nearly level, the cost of the road and equipment at \$20,000 per mile would no doubt be a full figure. These figures would show that the net earnings would be about 15 per cent on cost of road, but judging from their schedule rates, and the rate of 3 cents per ton per mile, which the defendant admits, we can fairly say that the actual rates collected on the Coast Division line are far greater than reported. You will find the average of their schedule rates within the first hundred miles south from this city, for the nineteen principal stations, to be 4.86 cents on grain per ton per mile, or on all goods at a 50 per cent higher rate, 7.29 cents per mile, or two and one half times as much as the mile rate defendant admits in their report to the "Manual." Now if the amount they admit, \$3,050 83 per mile, be increased two and one half times to correspond with their schedule rates, we would have \$7,627 09 per mile, or a profit of over 33½ per cent per mile net on cost of road over operating expenses.

The schedule rates of defendant are lower for the second hundred miles than for the first, and the cost is less, but compared with other roads defendant charges about five times as much per mile on the long haul.

Poor's Manual says the advantages of a railroad over earth roads in transportation is twenty to one, but as defendant charges from fourteen to twenty-nine times the cost by rail for the first fourteen miles out of the city, it fails to get much of the business, as teams can do better.

The defendant has not undertaken to furnish any proof to your honorable body as to what the cost is of transportation by their Coast Division road—you have simply its dictum—and the plaintiff has absolutely nothing to reply to in this respect, and has therefore been compelled to seek such information as was needed from the experience of other roads. The interest of the plaintiff in this matter coincides with that of the public generally, as his business extends over nearly all of defendant's roads to some extent, although more largely over the Coast Division road. The public have an undoubted right to inquire into the matter of freight rates, and no company has the legal right to refuse disclosing its operations, or to keep its books in such a manner as to prevent the public, or your honorable body, from obtaining such knowledge as may be necessary for a reasonable judgment as to the fairness of their charges.

It does not appear that the business of defendant's Coast Division is kept separately or in such a manner as to allow a reasonable judgment in relation to their charges. While it cannot be contended to be fair or just to saddle the people along said lines with the short coming of other roads, or the expenses of various enterprises having no connection with its operations, it is self-evident that the producers of hay and grain are being impoverished by low market prices and high transportation charges, and it is your duty to see that our people are protected from excessive charges and allowed to live and prosper. Plaintiff does not seek any personal advantage over other shippers, or over any other shipping point, but claims that the defendant has not complied with the law as laid down in Section 489 of the Civil Code, as to what is proper and legal discrimination, and is thereby doing a great injustice to plaintiff and to all others situated in like manner.

Plaintiff also claims that the excessively high rates of charges on defendant's road are impoverishing the farming class and greatly retarding the general prosperity of the State, and that a rate of 2 cents per ton per mile on grain and hay for a hundred-mile rate or over, which plaintiff asks for, is but a slight concession in favor of the producers, and plaintiff submits, that in the establishment of this maximum rate, that your honorable body would prevent improper discrimination as to persons and places, and give entire satisfaction to the public; and by accepting Section 489 as the law of discrimination for distances under one hundred miles, that your honorable body would be relieved from an endless amount of trouble that naturally arises from a want of system in the matter of fixing rates.

You will bear in mind that the rate suggested, viz.: 2 cents per mile, is for the long haul, carload lots, shippers loading and unloading, and for farmers' produce and other heavy freight, while classified freight at 50 per cent additional, and 25 per cent more for short hauls, would make a general rate for all classes of goods about 3 cents per ton per mile, or just what defendant says the charge is now, and about six times the cost of operating expenses.

California is unfortunate in not having sufficient railroad competition to insure reasonable rates of transportation. The people have been compelled to provide in their Constitution and laws a method that has proved acceptable in other States, in the form of a Commission that would stand between the people and the extortionate aggressions of railroad corporations. We are before your honorable body to-day, asking that our people may be released from the discriminating and extortionate demands of the defendant. The proof is absolute that our people are being charged from five to ten times more than citizens of the Eastern States are paying for the same service. The despotic effrontery of the defendant in publicly proclaiming that its rule is to charge all the traffic will bear without regard to the cost of the service, or the fact of its being your duty under the Constitution to fix the rate of charges instead of theirs, shows clearly their entire absence of respect for the laws of our country, the people, or the power delegated to your honorable body.

It is only a few years since our people have been released from bondage to the defendant in their transcontinental business. The lowering of rates brought new people and capital, and gave us a living market for our produce, and a degree of prosperity to our State never seen before. The fruits of our orchards and vineyards had previously rotted upon the ground for many years, because of excessive railroad charges, and to-day it is an established fact, that by reason of high charges for railroad transportation and low market prices for grain and hay, the farmer is not able to make a living on land owned and paid for. The railroad is thus a curse in place of a blessing, and, unless your honorable body come to the rescue, cattle will roam again over the beautiful valleys of the coast, as in days of yore, while grim, hollow-eyed poverty, and wild, unclothed children will be seen among the wrecks of uncared-for tenements along the line of defendant's road. Unthrift and destitution lead to barbarity, socialism, and anarchy. The integrity, social order, destiny, and prosperity of a million people lies in your hands. Should you allow the defendant to use its unmerciful power in discriminating against persons and places, and taxing the people out of their homes and into the poorhouses and prisons of the State, through its principle of all the traffic will bear, there will in time come a retribution which may not be just, but will faithfully serve as an example of the power of the masses, under unjust infiction, through despotic power.

You have the power to make Section 489 of the Civil Code your rule of action, and it is not claimed by the defense that the discrimination allowed by that section, of 25 per cent

between the long and short hauls, is unjust. It, therefore, only remains for your honorable body to determine what the maximum rates on hay and grain shall be for the first hundred miles or over. The rate now asked for is 2 cents per ton per mile. The claim is certainly reasonable, when you consider that it is four times the cost, and four times as much as is charged in the East for a like service.

Relying upon the justice of my cause, and the well known intelligence and integrity of your honorable body, I submit the same for your most serious consideration.

R. G. SNEATH,
Plaintiff.

SAN FRANCISCO, CALIFORNIA, November 25, 1889.

ARGUMENT OF DEFENDANT.

Before the Board of Railroad Commissioners of the State of California.

R. G. SNEATH, Plaintiff,
vs.
SOUTHERN PACIFIC COMPANY, Defendant. }

DEFENDANT'S REPLY.

(Orally delivered by H. V. Morehouse.)

May it please your Honors: In reply to Mr. Sneath's written argument, and also to the testimony of the witnesses presented by him this morning, permit me to say, that I am glad that this is the final chapter in this hearing.

We were summoned to appear, under a complaint of Mr. Sneath. To that complaint we filed a verified answer, and the cause was set for trial. At the time appointed we appeared and testimony was taken, and the cause was submitted, but behold Mr. Sneath amends his complaint with new charges, which we again answered. He then came again into Court, and subpoenaed some twelve witnesses to prove, as he says, that the giant monopoly, the defendant, is trespassing upon the farmers, and that the farmers are complaining. How has he shown this? By presenting twelve commission merchants and not one farmer, because, as he says, the farmers don't know enough, and can't explain their grievances. I submit that he has not proven his charge. No farmer complains. The proof is clear that the hay and barley crop for the last two years has been poor, and the prevailing market price below the maximum cost of production, and that if the defendant had carried the products of the farm for nothing, the farmers would not have shipped either hay or barley, the two articles of shipment complained of by Mr. Sneath. Then this testimony of witnesses needs no further answer from us, as it proves nothing, and shows that Mr. Sneath is entirely mistaken and is actuated by some other motive than the wants of the farmers.

The next point urged by Mr. Sneath has no merit, because Section 489 of the Civil Code of this State has long since been repealed, not by implication, but directly by the adoption of the new Constitution of this State. That Section 489 is inconsistent with the new Constitution seems to me puerile to deny, for the Constitution has organized your honorable body for the very purpose of fixing rates and charges, both of fares and freights. This question is now taken from the Legislature and from the railroad company and given to you, so that neither the Legislature nor the defendant has any power to fix rates of charges. For instance, Section 489 says: "All railroad corporations must fix and publish their rates of charges," etc. Now then, under the new Constitution, the railroad can not fix rates of charges at all. Is not this an inconsistency? The statute gives the railroad the right to fix charges, but the Constitution gives you the right. Thus the statute conflicts with the Constitution and must fall. Besides, there is not now a single schedule of rates of charges since the adoption of the new Constitution, in use by the defendant, but that you have made and compelled the defendant to put in use. Can Mr. Sneath deny that? Can you deny it? No. Then why does any sane man, actuated by honorable motives, claim that the defendant must disobey the imperative orders and decrees of your honorable body and subject itself to the action of damages provided for in the new Constitution? I need not review the authorities cited by Mr. Sneath, because I do not deny that the Courts do not favor repeals by implication. But here is no implication, no doubt, but an express repeal, by actually prohibiting the railroad company, defendant, from making, adopting, or putting in use any schedule of rates other than such schedule as you shall command; and this defendant is obeying and using your schedule. Does Mr. Sneath deny that? No. Does not Mr. Sneath know that your rates when fixed are *conclusively just and reasonable*? Does he not know that he comes in this form, that is, before your honorable body, and enters his complaint? Why don't he go to the Legislature? Why does he not enter the Courts for the relief he claims? Because he knows that under the Constitution this whole question of rates has been taken from the Courts and from the Legislature and given to your honorable body. Then, sirs, by his very acts he admits that Section 489 has ceased to be the law of the land. This shows not only the inconsistency of the statute with the Constitution, but also shows the inconsistency of Mr. Sneath.

I need not argue this proposition further, for the whole law of the case, as to the repeal of Section 489, is fully set forth in my brief on file herein, and I need not worry your patience with further review of the authorities.

In returning to the charge that this company's rate of \$1 per ton for carload freights from San Francisco to San Bruno is an excessive one, Mr. Sneath gives you elaborate figures drawn from Poor's Manual, and other sources, as to the average charge for moving freight upon "all the roads in the United States." Is there anything in this beyond an attempt on his part to impose upon the credulity of the public and to mislead your honorable body? He seeks to prove that there is a reasonable margin of profit in moving freight at the rate of $\frac{1}{100}$ of 1 cent per mile per ton. This would give us from San Francisco to San Bruno, a distance of fourteen miles, a rate of not quite \$1.27 per carload of ten tons. We certainly are unwilling to tax the patience of your honorable body by further illustrations of the absurdity of such arguments. Mr. Sneath also draws upon statistics furnished by the Interstate Commerce Commission, to show that the average cost of running a freight train in California is \$1.17 per mile. If the Interstate Commerce Commission has succeeded in ascertaining the cost of moving freight trains upon a single track road, it has accomplished something which has heretofore been regarded as impossible by practical railroad men, and which has baffled the efforts of the most expert railway accountants in this country. But, as a matter of fact, these gentlemen in their last report (Rep. 1888, p. 67) admit that the apportionment of expenses between the passenger and freight service must, to a large extent, be "upon some arbitrary rule." So arbitrary is the rule adopted, that no railroad man would feel safe in using the figures deduced from its application.

As to Mr. Sneath's specific allegation, that squash could not be shipped from Santa Clara County on account of the high rate of charges charged by this company: At the time referred to (in 1885) we gave shippers of this article at San José and Santa Clara reduced rates to San Francisco, San Bruno, and other dairy points, and under these rates several thousand tons were marketed at a reasonable profit to producers, and the surplus pretty effectually disposed of. The principal shippers were consulted, and practically fixed the rates themselves.

Plaintiff's rambling statement as to rates, earnings, etc., has been answered by us in the earlier stages of the case, and we do not think it necessary to submit any further figures in support of the fact that this company's charges are just and reasonable, and compare very favorably with rates charged by other California and many eastern roads for equal distances.

Plaintiff's allegation that the "excessively high rate of charges on this road are impoverishing the farming class, and greatly retarding the general prosperity of the State," is the product of his own fertile imagination, and we believe your honorable body will agree with us that he has signally failed to establish this fact by his own witnesses, summoned for that purpose, and who testified at the last hearing of the case. It is a fact beyond dispute that the farmers owning land along the line of the Coast Division are generally in a very prosperous condition. The substantial farm houses and barns, the well fenced fields, the fine county and private roads, the numerous school houses and churches to be seen on every hand, are all evidences of prosperity, which cannot fail to impress the most casual observer, and which convict Mr. Sneath with coloring his statement to suit the exigencies of his case.

We cannot frame a serious reply to Mr. Sneath's eloquent harangue as to the fearful results to flow from the continued operation of this road, unless rates are made in accordance with his ideas. The part which this road has played in the development of the country through which it runs, and the great material wealth which it has added to the resources of the State, are too well known to the members of your honorable body. But the honorable gentleman makes us smile when he talks of "grim, hollow-eyed poverty, and wild, unclad children, which shall be seen among the wrecks of uncared-for tenements along the line of defendant's road."

Indeed, who has made prosperity possible from San Francisco to San Marguerita? It was not Mr. Sneath, but it was the defendant company. This great enterprise opened up the valleys of the coast and planted the wealth of San Mateo and Santa Clara Counties along its road. What would San José be to-day but a little country village had it not been for the defendant company? What has changed the great plains of Santa Clara, Gilroy, San Benito, Pajaro, and Salinas, from lands over which roamed great herds of Spanish cattle, and planted them with beautiful towns, filled them with thousands of people, and increased the wealth from nothing to colossal fortunes and opened up a market for the labor of hundreds and hundreds of people? This defendant. Who came into Monterey and opened up a pleasure resort which added millions to the wealth of the county and advertised California to the civilized world? This defendant. Who has enriched Mr. Sneath and made it possible for him to sell the milk of a dairy of one thousand four hundred cows, by bringing into San Francisco thousands and thousands of people to buy the products of his dairy? This defendant. Why, sirs, Mr. Sneath has grown rich through the agency of this road, and his florid talk of hollow-eyed poverty, rotting products of the soil, weeping children, crying babies, should in fact be applied only to the weeping children and crying babies who are yelling with all their might for the good, sweet milk of Mr. Sneath's dairy. He has mistaken his theme. But I need not talk longer. I have no fear of the terrible results seen by Mr. Sneath through his diseased imagination. Neither has Mr. Sneath nor you. I, therefore, submit this cause in the full belief that you will give judgment dismissing the case.

COMPARATIVE STATEMENTS OF DEFENDANTS.

SOUTHERN PACIFIC COMPANY (NORTHERN DIVISION)—COMPARATIVE STATEMENT OF RATES ON HAY IN CARLOADS.

Road.	Between.		Distance.	Rate per Ton.
Southern Pacific Co. (Coast Division)	San José	San Bruno ..	36	\$1 50
Southern Pacific Co. (Coast Division)	San Francisco ..	Mayfield	35	1 40
Southern Pacific Co. (Coast Division)	San Francisco ..	Mt. View	39	1 50
San Francisco and North Pacific Railway ..	San Francisco ..	Petaluma	36½	1 60
North Pacific Coast Railroad	San Francisco ..	North Bend ..	36½	2 13½
Southern Pacific Co. (Pacific System)	San Francisco ..	Martinez	35½	*1 73½
Southern Pacific Co. (Pacific System)	Oakland	Milpitas	36½	*1 80
Southern Pacific Co. (Pacific System)	Oakland	Pleasanton ..	36½	*2 13½
North Pacific Coast Railroad	Sausalito	Millerton	35½	2 13½
Southern Pacific Co. (South Pacific Coast Railway Division)	Alviso	Oakland	34½	1 50
Pacific Coast Railway	San Luis Obispo ..	Lake View ..	35½	2 20
Atchison, Topeka, and Santa Fe Railroad ..	Kansas City	Endora	33	*1 50
Chicago, Milwaukee, and St. Paul	Chicago	Elgin	37	*1 98
Chicago and Alton	Chicago	Joliet	37	*1 52
Chicago and Alton	East St. Louis ..	Miles	37	*1 52
Missouri and Pacific Railway	Little Rock	Traskwood ..	32	*1 70

* Rates in box cars averaging six tons capacity.

DECISION.

Case of Sneath vs. Southern Pacific Company (Coast Division) now awaits decision of the Board. The same will be filed in January, 1890.

APPENDIX.

PART III.

BLANK FORM OF REPORT.

THE BLANK FORM OF REPORT FURNISHED.

NOTE.—The following blank form of Annual Report was furnished by the Railroad Commissioners to each railroad company in the State, for the year ending December 31, 1888.

[Title Page.]

Annual Report of....., to the Board of Railroad Commissioners of the
State of California, for the year ending December 31, 18...

[Page 1.]

HISTORY.

1. Name of common carrier making this report?
2. Date of organization?
3. Under laws of what Government, State, or Territory organized? If more than one,
name all; give reference to each statute and all amendments thereof.
4. If a consolidated company, name the constituent companies? Give reference to charters
of each, and all amendments of same
5. Date and authority for each consolidation?
6. If a reorganized company, give name of original corporation, and refer to laws under
which it was organized?
7. (For companies not reporting operations.) What carrier operates the road of this com-
pany?

[Page 2.]

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
.....
.....
.....

Total number of stockholders at date of last election?

Date of last meeting of stockholders for election of Directors?

Give Post Office address of general office?

Give Post Office address of operating office?

OFFICERS.

[Page 4.]

Name of every Railroad the operations of which are included in the Revenue Account—Page 10.

Name.	Terminals.		Description.	
	From—	To—	Main Line, Branch, Lease, Etc.	Miles.
			Total	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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[Page 5.]

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
				Rate.	Amount.
Capital stock...Common	-----	-----	-----	-----	-----
-----Preferred	-----	-----	-----	-----	-----
	Total ..	-----	-----	-----	-----
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.	Give Particulars and Explanations.	
Issued for cash.....Common	-----	-----	-----	-----	
-----Preferred	-----	-----	-----	-----	
Issued for construction.....Common	-----	-----	-----	-----	
-----Preferred	-----	-----	-----	-----	
Issued for reorganization.....Common	-----	-----	-----	-----	
-----Preferred	-----	-----	-----	-----	
Issued for	-----	-----	-----	-----	
Total	-----	-----	-----	-----	

[Page 6.]

FUNDED DEBT.

[illegible]

[Page 7.]

SECURITY FOR FUNDED DEBT—(Page 6).

Class of Bond or Obligation.	What Road Mortgaged.			What Equipment Mortgaged.	What Income Mortgaged.	What Securities Mortgaged.
	From—	To—	Miles.			

[PAGE 8.]

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable		Cash	
Audited vouchers and accounts		Bills receivable	
Wages and salaries		Due from agents	
Net traffic balances due to other companies		Net traffic balances due from other companies	
Dividends not called for		Due from solvent companies and individuals	
Matured Interest Coupons unpaid (including coupons due July 1)		Other cash assets	
Rentals due July 1		Balance—floating debt	
Miscellaneous			
Balance cash assets			
Total		Total	

State amount of interest and discount paid during year upon floating debt and current liabilities?

RECAPITULATION.

Accounts.	Total Amounts.	Amount Per Mile of Road.		Explanatory Remarks.
		Miles.	Amount.	
Capital stock				
Funded debt				
Floating debt, balance of				
Total				

[Page 9.]

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year.			Credits Property and Material Sold.....	Difference or net Additions to Property, etc.,
	Included in Operating Expenses	Not Included in Operating Expenses	Total Expenditures.....		
Construction:					
Right of way.....					
Other real estate.....					
Fences.....					
Grading and bridge and culvert masonry.....					
Bridges and trestles.....					
Rails.....					
Ties.....					
Other superstructure.....					
Buildings, furniture, and fixtures.....					
Shop machinery and tools.....					
Engineering expenses.....					
Interest and discount—account Construction.....					
Telegraph line.....					
Wharfing, etc.....					
Sidings and yard extensions.....					
Terminal facilities and elevators.....					
Road built by contract.....					
Purchase of constructed road.....					
Other items.....					
Total construction.....					
Equipment:					
Locomotives.....					
Passenger cars.....					
Sleeping, parlor, and dining cars.....					
Baggage, express, and postal cars.....					
Combination cars.....					
Freight cars.....					
Other cars of all classes.....					
Floating equipment.....					
Total equipment.....					
Grand total construction and equipment.....					

[Page 10.]

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31.....	Net Additions During Year.....	Total Cost to Dec. 31.....	Cost per Mile.....
Construction:				
Right of way				
Other real estate				
Fences				
Grading and bridge and culvert masonry				
Bridges and trestles				
Rails				
Ties				
Other superstructure				
Buildings, furniture, and fixtures				
Shop machinery, tools				
Engineering expenses				
Interest and discount—account Construction				
Telegraph line				
Wharfing, etc.				
Sidings and yard extensions				
Terminal facilities and elevators				
Road built by contract				
Purchase of constructed road				
Other items				
Total construction				
Equipment:				
Locomotives				
Passenger cars				
Sleeping, parlor, and dining cars				
Baggage, express, and postal cars				
Combination cars				
Freight cars				
Other cars of all classes				
Floating equipment				
Total equipment				
Grand total cost construction and equipment				

[Page 11.]

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
.....			
.....			
.....			

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
.....			
.....			
.....			

[Page 12.]

BONDS OWNED.

Name.	Total Amount Held.	Rate.	Income or Inter- est Received.
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----

[Page 13.]

INCOME ACCOUNT.

Gross earnings from operation, page 12	-----	-----
Less operating expenses, page 16	-----	-----
Income from operation	-----	-----
Interest on bonds owed, page 13	-----	-----
Dividends on stocks owned, page 14	-----	-----
Miscellaneous income—less expenses, page 14	-----	-----
Income from other sources	-----	-----
Total income	-----	-----
Deductions from income:		
Interest on funded debt accrued during year, page 6	-----	-----
Interest and discount on floating debt paid during year, page 7	-----	-----
Taxes	-----	-----
Rentals, page 17	-----	-----
Other deductions	-----	-----
Total deductions from income	-----	-----
Net income	-----	-----
Dividends.....per cent. Preferred stock	-----	-----
Dividends.....per cent. Common stock	-----	-----
Other payments from net income	-----	-----
Total	-----	-----
Surplus or deficit on December 31, 18 —	-----	-----
Surplus for year ending December 31, 18 --	-----	-----
Deficit for year ending December 31, 18 —	-----	-----

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INCOME ACCOUNT—(FOR ROADS UNDER LEASE ONLY).

Income from lease of road.....		
Interest on bonds owned		
Interest on stocks owned		
Miscellaneous income, less expense.....		
Total income		
Salaries and maintenance of organization		
Interest on funded debt		
Interest and discount on floating debt.....		
Taxes		
Other expenditures		
Total		
Net income		
Dividends paid.....per cent—preferred stock.....		
Dividends paid.....per cent—common stock		
Other payments from net income.....		
Total		
Surplus or deficit on December 31.....		
Surplus for year ending December 31.....		
Deficit for year ending December 31		

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Dr.

GENERAL BALANCE SHEET.

Cr.

Cost of road, page 9	Capital stock, page 5
Cost of equipment, page 9	Funded debt, page 6
Bonds of other companies owned, page 13	Floating debt, page 7
Stocks of other companies owned, page 14	Accrued interest on funded debt not yet payable.....
Other permanent investments.....	
Lands owned	
Cash items, page 7	
Other assets:	
Materials and supplies.....	
Sinking fund.....	
Sundries	
Profit and loss:	Profit and loss:
Deficit from operation.....	Surplus from operation.....
Deficit from other business invest- ments	Surplus from other business in- vestments
.....

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FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation		Interest on funded debt paid	
Net income from other rail- road sources		Other interest paid	
Net income from other prop- erties		Taxes	
Net amount realized from stock issued		Rentals	
Net amount realized from bonds issued		Dividends	
Net amount realized from receivers' certificates issued		Reduction of funded debt	
Net increase floating debt		Reduction of floating debt	
Net amount from sales of lands		Sinking fund	
Net amount from sales of securities, etc.		Permanent improvements	
Net amount decrease of cash assets		Equipment	
Net amount decrease of other assets		Constructing new road	
Receipts from other sources		Securities purchased	
		Other properties purchased	
		Net loss on other properties	
		Increase of cash assets	
		Increase of other assets	
		Other expenditures	

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EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Re-payments, etc.	Actual Earnings.
Passenger:			
Passenger revenue			
Less repayments:			
Tickets redeemed			
Excess fares refunded			
Other repayments			
Total deductions			
Total passenger revenue			
Mail			
Express			
Extra baggage and storage			
Other items			
Total passenger earnings			
Freight:			
Freight revenue			
Less repayments:			
Overcharged to shippers			
Other repayments			
Total deductions			
Total freight revenue			
Stock yards			
Elevators			
Other items			
Total freight earnings			
Total passenger and freight earnings			
Other earnings from operations:			
Car mileage, balance			
Switching charges, balance			
Telegraph companies			
Rentals of buildings, tracks, yards, and terminals			
Other sources			
Total other earnings			
Total gross earnings from operation			

[Page 18.]

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway			
Renewal of rails			
Renewal of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cattle guards			
Repairs of buildings			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
Total			
Maintenance of equipment:			
Repairs and renewals of locomotives			
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			
Repairs and renewals of ferry-boats, tugs, floats, and barges			
Shop machinery, tools, etc.			
Other expenses			
Total			
Conducting transportation:			
Wages of enginemen, firemen, and roundhouse- men			
Fuel for locomotives			
Water supply for locomotives			
All other supplies for locomotives			
Wages for other trainmen			
All other train supplies			
Wages of switchmen, flagmen, and watchmen			
Expense of telegraph, including, train-dispatchers and operators			
Wages of station agents, clerks, and laborers			
Station supplies			
Switching charges—balances			
Car mileage—balances			
Loss and damage			
Injuries to persons			
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies			
Other expenses			
Total			
Total carried forward			

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OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Total brought forward.....			
General expenses:			
Salaries of officers.....			
Salaries of clerks.....			
General office expenses and supplies.....			
Agencies, including salaries and rent.....			
Advertising.....			
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents of buildings, tracks, yards, and terminal.....			
Legal expenses.....			
Stationery and printing.....			
Other general expenses.....			
Total.....			
Recapitulation of expenses:			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Grand total.....			
Percentage of operating expenses to earnings.....			

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RENTALS PAID.

Items.	Interest on Bonds Guaranteed.	Dividends on Stock.	Cash.	Total.
Rents paid for leased roads:				
Name of road:.....				
Other rentals paid:.....				
.....				
.....				

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IMPORTANT CHANGES DURING THE YEAR.

Below state all extensions of road put in operation; all leases taken or surrendered; all consolidations or reorganizations effected; all new mortgages or stock issued; and all other important physical or financial changes, giving details in each instance.....

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CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies; 2. Mails; 3. Sleeping, parlor, or dining car companies; 4. Freight or transportation companies or lines; 5. Other railroad companies; 6. Steamboat or steamship companies; 7. Telegraph companies; 8. Other contracts.

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EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....
General office clerks.....
Station agents.....
Other station men.....
Enginemen.....
Firemen.....
Conductors.....
Other trainmen.....
Machinists.....
Carpenters.....
Other shopmen.....
Section foremen.....
Other trackmen.....
Switchmen, flagmen, and watchmen.....
Telegraph operators and dispatchers.....
Employés—account floating equipment.....
All other employés and laborers.....
Total.....

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PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Column for Tonnage, Number Passengers, Mileage, Number of Cars.	Column for Revenue, and Rates.
Passenger traffic:		
Number of passengers carried earning revenue		
Number of passengers carried one mile		
Average distance carried		
Total passenger revenue		
Amount received from each passenger		
Average receipts per passenger per mile		
Cost of carrying each passenger one mile		
Passenger earnings per mile of road		
Passenger earnings per train mile		
Freight traffic:		
Number of tons carried of freight earning revenue		
Number of tons carried one mile		
Average distance haul of one ton		
Total freight revenue		
Amount received for each ton of freight		
Average receipts per ton per mile		
Cost of carrying one ton one mile		
Freight earnings per mile of road		
Freight earnings per train mile—North or East		
Freight earnings per train mile—South or West		
Passenger and freight:		
Passenger and freight earnings		
Passenger and freight earnings per mile of road		
Expense per mile of road		
Total earnings per mile of road, including mails, express, etc.		
Train mileage:		
Miles run by passenger trains		
Miles run by freight trains		
Miles run by mixed trains		
Total mileage trains earning revenue		
Miles run by switching trains		
Miles run by construction and other trains		
Total train mileage		
Mileage of loaded freight cars—North or East		
Mileage of loaded freight cars—South or West		
Mileage of empty freight cars—North or East		
Mileage of empty freight cars—South or West		
Average number of freight cars in train		
Average number of loaded cars in train		
Average number of empty cars in train		
Average number of tons of freight in train		
Average number of tons of freight in each loaded car		

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FREIGHT TRAFFIC MOVEMENT—COMPANY'S MATERIAL EXCLUDED.

Commodities.		Freight Originating on this Road. Whole Tons.	Freight Re- ceived from Con- necting Roads and other Carriers. Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Ct.
Products of Agriculture.	Grain				
	Flour				
	Other mill products				
	Hay				
	Tobacco				
	Cotton				
	Fruit and vegetables				
Products of Animals.	Live stock				
	Dressed meats				
	Other packing-house products				
	Poultry, game, and fish				
	Wool				
	Hides and leather				
Products of Mines.	Anthracite coal				
	Bituminous coal				
	Coke				
	Ores				
	Stone, sand, and other like articles				
Products of Forest.	Lumber				
Man'factures.	Petroleum and other oils				
	Sugar				
	Naval stores				
	Iron, pig and bloom				
	Iron and steel rails				
	Other castings and ma- chinery				
	Bar and sheet metal				
	Cement, brick, and lime				
	Agricultural implem'ts				
	Wagons, carriages, tools, etc.				
	Wines, liquors, and beers				
	Household goods and furniture				
	Merchandise: Merchan- dise				
	Miscellaneous: Other commodities not men- tioned above				
	Total tonnage				

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DESCRIPTION OF EQUIPMENT.

	Number Added during Year.	Total Number at end of Year.	Equipped with Train-brake.		Cars fitted with Au- tomatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger						
Freight						
Switching						
Total						
Cars in passenger service:						
First-class passenger cars						
Second-class passenger cars						
Combination passenger cars						
Emigrant cars						
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express, and postal cars						
Other cars in passenger service						
Total						
Cars in freight service:						
Box cars						
Flat cars						
Stock cars						
Coal cars						
Tank cars						
Refrigerator cars						
Other cars						
Total						
Cars in company's service:						
Gravel cars						
Derrick cars						
Caboose cars						
Other road cars						
Total						
Cars contributed to fast-freight line service						
Total owned						
Cars leased						
Grand total						

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MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Leased.	Other Ownership.	Total Mileage.	New Line Constructed During Year.	Rails.	
							Iron.	Steel.
Length of single track..	-----	-----	-----	-----	-----	-----	-----	-----
Length of second track ..	-----	-----	-----	-----	-----	-----	-----	-----
Length of third track ..	-----	-----	-----	-----	-----	-----	-----	-----
Length of fourth track ..	-----	-----	-----	-----	-----	-----	-----	-----
Length of yard track, sidings, and spurs.....	-----	-----	-----	-----	-----	-----	-----	-----
Aggregate length of all tracks	-----	-----	-----	-----	-----	-----	-----	-----
Mileage of line by States and Territories:	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----

RENEWALS OF RAILS AND TIES.

New rails laid during year: Iron.....tons. Steel.....tons.
 Average price of rails at distributing point: Ironper ton. Steel.....per ton.
 New ties laid during year: Kind....Number....Average price at distributing point..

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CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	-----	-----	-----	-----	-----	-----	-----
Freight.....	-----	-----	-----	-----	-----	-----	-----
Switching.....	-----	-----	-----	-----	-----	-----	-----
Construction.....	-----	-----	-----	-----	-----	-----	-----
Totals	-----	-----	-----	-----	-----	-----	-----
Average cost at distributing point..	-----	-----	-----	-----	-----	-----	-----

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers ..	-----	-----	-----	Collisions ..	-----	-----	-----
Employés ..	-----	-----	-----	Derailments ..	-----	-----	-----
Other persons ..	-----	-----	-----	Coupling cars ..	-----	-----	-----
	-----	-----	-----	Grade cross'gs ..	-----	-----	-----
	-----	-----	-----	Other causes ..	-----	-----	-----
Totals	-----	-----	-----	Totals	-----	-----	-----

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TABLE C.—LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Estimated Value.	Proceeds, if Sold.
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----

Application of Amount Placed in Hands of Trustees for Redemption of Bonds. (To be Stated in Coin.)

	Bonds Redeemed.			Total Received by Trustees.	Balance on Hand.	Discount or Premium on Bonds Redeemed.
	Number.	Amount.	Cost.			
To December 31, 188.....	-----	-----	-----	-----	-----	-----
During year	-----	-----	-----	-----	-----	-----
Total.....	-----	-----	-----	-----	-----	-----
Cash from sales not placed in hands of Trustees.....	-----	-----	-----	9.....	-----	-----
Total net receipts as above stated (a=b+c).....	-----	-----	-----	-----	-----	-----

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STATE OF CALIFORNIA, }
County of } ss.

....., President of the Company, and, of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets,, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 188..

Subscribed and sworn to before me, this day of, 188..

PART IV.

REPORTS OF BROAD GAUGE ROADS.



REPORTS OF RAILROAD COMPANIES

TO THE BOARD OF RAILROAD COMMISSIONERS, FOR THE YEAR ENDING
DECEMBER 31, 1888.

NOTE.—In the reports of the several companies herein contained, all inquiries in the blank form of report which were left unanswered by the companies respectively have been omitted, both for economy of space and greater clearness.

SOUTHERN PACIFIC COMPANY.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Company.
2. Date of organization: March 17, 1884.
3. Chartered by Act of the State of Kentucky, chapter 403, approved March 17, 1884; amended, chapter 601, approved March 21, 1888.
4. The Southern Pacific Company's lines are, for purposes of operation, divided into two systems, known as the Atlantic System and the Pacific System.

Atlantic System Lines.—These lines include railroads in the States of Texas and Louisiana, and steamship lines running from New Orleans to Havana, New York, and other ports.

Pacific System Lines.—The lines of the Pacific System include the railroads, together with bay and river steamers operated in connection therewith, west of El Paso, Texas, and Ogden, Utah. The lines comprising this system, which include, also, the Coast Division, are as follows:

- California Pacific Railroad.
- Central Pacific Railroad and branches.
- Northern Railway.
- Oregon and California Railroad.
- Southern Pacific Railroad of California (Coast Division and Southern Division).
- Southern Pacific Railroad of Arizona.
- Southern Pacific Railroad of New Mexico.
- South Pacific Coast Railway (narrow gauge).

The tables in this report exhibiting simply the results of operations, i. e., earnings, operating expenses, and train and traffic statistics, include only the Pacific System, as this embraces all the lines within the State of California. All other tables affecting the Southern Pacific Company as a corporation, include the results for the operations of both Atlantic and Pacific Systems.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco.....	April 3, 1889.
C. P. Huntington	23 Broad Street, New York.....	April 3, 1889.
C. F. Crocker	San Francisco.....	April 3, 1889.
A. N. Towne	San Francisco.....	April 3, 1889.
Timothy Hopkins	San Francisco.....	April 3, 1889.
E. H. Miller, Jr.	San Francisco.....	April 3, 1889.
S. T. Gage.....	San Francisco.....	April 3, 1889.
F. S. Dooty	San Francisco.....	April 3, 1889.
W. E. Brown	San Francisco.....	April 3, 1889.
W. V. Huntington	San Francisco.....	April 3, 1889.
Ariel Lathrop.....	San Francisco.....	April 3, 1889.

Number of stockholders at date of last election : 95.

Last meeting of stockholders for election of Directors : April 4, 1888.

Post Office address of general office: Fourth and Townsend Streets, San Francisco; 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Name.	Title.	Location of Office.
<i>General Officers.</i>		
Leland Stanford	President	San Francisco.
C. P. Huntington	Vice-President	New York.
Chas. F. Crocker	Second Vice-President	San Francisco.
A. N. Towne	Third Vice-President	San Francisco.
S. T. Gage	Assistant to President	San Francisco.
I. E. Gates	Acting Vice-President	New York.
G. L. Lansing	Secretary and Controller	San Francisco.
Timothy Hopkins	Treasurer	San Francisco.
N. T. Smith	Assistant Treasurer	San Francisco.
C. F. Krebs	Assistant Secretary and Clerk	Louisville, Ky.
Geo. Watkins	Transfer Agent	New York.
Union Trust Co.	Registrar of Stock	New York.
<i>Officials Pacific System.</i>		
A. N. Towne	General Manager	San Francisco.
J. A. Fillmore	General Superintendent	San Francisco.
R. H. Pratt	Assistant General Superintendent	San Francisco.
W. G. Curtis	Assistant to General Manager and Superintendent of Track	San Francisco.
Richard Koehler	Manager lines in Oregon	Portland, Or.
Wm. Hood	Chief Engineer	San Francisco.
F. L. Vandenberg	Superintendent of Telegraph	San Francisco.
A. C. Bassett	Superintendent Coast Division	San Francisco.
J. C. Stubbs	General Traffic Manager	San Francisco.
Richard Gray	General Freight Agent	San Francisco.
T. H. Goodman	General Passenger and Ticket Agent	San Francisco.
O. C. Wheeler	General Baggage Agent	San Francisco.
E. C. Wright	General Auditor	San Francisco.
C. J. Robinson	Auditor Coast Division and South Pacific Coast Railway	San Francisco.
H. A. Cummings	Cashier	San Francisco.
Creed Haymond	General Solicitor	San Francisco.

PROPERTY OPERATED.

Pacific System. Miles of Road Operated under Lease December 31, 1888.

Name of Road.	Miles.	Total Miles.
<i>California Pacific Railroad.</i>		
From Vallejo Junction to Vallejo Ferry	2.00	115.44
From Vallejo to Sacramento	60.39	
From Davis to Knight's Landing	18.57	
From Napa Junction to Calistoga	34.48	
<i>Central Pacific Railroad.</i>		
From San Francisco to Ogden	883.23	1,360.28
From Niles to San José	17.54	
From Roseville to Oregon State line	296.50	
From Lathrop to Goshen	146.08	
Oakland local lines (second track, 3.77)	4.84	
Alameda local lines	12.47	
October 20—Removed track on Alice Street .....	.38
	12.09	
Second track	3.95	
<i>Northern Railway.</i>		
From West Oakland to near Martinez (second track, 26.74)	31.03	5.38
From Port Costa to Suisun	17.33	
From Woodland to Tehama	100.74	
From Galt to Ione	27.20	
From Shell Mound to Berrymans	3.84	
November 1—From Oakland, Sixteenth Street, to Shell Mound ...	1.54	

PROPERTY OPERATED—Continued.

Name of Road.	Miles.	Total Miles.
Second track..... 1.54		
West Oakland, Delaware Street..... 4.53		
November 1—Changed to double track from West Oakland to Oakland, Sixteenth Street..... .38		
	4.15	
May 31—From Napa Junction to Santa Rosa.....	36.70	
July 1—From Willows to Fruto.....	17.10	
July 1—From Sacramento to Placerville.....	59.50	
July 1—From Elmira to Rumsey.....	51.05	
July 1—From Valley Springs to Bracks (narrow gauge).....	40.30	
<i>Oregon and California Railroad.</i>		390.48
From Portland to California State line.....	366.80	
From Portland to Corvallis.....	96.50	
From Albany Junction to Lebanon.....	11.50	
<i>Southern Pacific Railroad of California.</i>		474.80
Coast Division:		
From San Francisco to Tres Pinos.....	100.49	
From Carnadero to Templeton.....	139.10	
From Castroville Junction to Monterey.....	15.12	
From Pajaro to Santa Cruz.....	21.20	
From Hillsdale to Almaden.....	7.80	
From Aptos to Monte Vista..... 5.00		
March 14—From Monte Vista to New Monte Vista..... 2.00		
	7.00	
Southern Division:		290.71
From Huron to Yuma..... 529.12		
July 14—From Huron to Alcalde..... 20.60		
	549.72	
From Florence to Santa Ana.....	27.60	
From Los Angeles to Santa Monica.....	16.83	
From Los Angeles to San Pedro.....	24.24	
From near Martinez to Tracy.....	46.51	
From Berenda to Raymond.....	21.00	
From Sanguis to Elwood.....	91.50	
From Stockton to Milton.....	30.00	
From Peters to Oakdale.....	19.00	
February 20—From Thenard to Long Beach.....	3.80	
March 16—From Studebaker to Whittier.....	5.90	
July 1—From Fresno to Porterville.....	69.30	
July 1—From Tracy to Newman.....	37.10	
September 15—From Miraflores to Tustin.....	10.80	
<i>Southern Pacific Railroad of Arizona.</i>		963.30
From Yuma to New Mexico line.....	383.74	
August 12—Change of line at Cienega.....	1.00	
<i>Southern Pacific Railroad of New Mexico.</i>		384.74
From Arizona line to El Paso.....		171.06
<i>South Pacific Coast Railway (Narrow Gauge).</i>		
From San Francisco to Santa Cruz (second track, 7.17).....	80.60	
From Alameda Point to Oakland, Fourteenth Street (second track, 1.79).....	1.80	
From Newark to Centerville.....	3.00	
From Campbells to New Almaden.....	9.60	
From Felton to Boulder Creek.....	7.30	
From Junction Southern Big Trees to Old Felton.....	1.70	
		104.00
Total Pacific System lines December 31, 1888.....		4,244.81
Average for year 1888.....		4,071.25

In addition to the railroad, there are also operated steamers on Sacramento River, ferry and transfer steamers on Bay of San Francisco and tributaries.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—Common.....	\$100 00	\$150,000,000 00	\$107,299,270 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—Common.....		10,000	\$1,000,000 00
Issued for stock of leased companies, etc.....		106,299,270	106,299,270 00
Totals		107,299,270	\$107,299,270 00

FUNDED DEBT.

(This company has no funded debt. Funded debt of lines operated is reported by lessor companies.)

SECURITY FOR FUNDED DEBT.

(This company has no funded debt.)

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$621,349 74	Cash, in transit.....	\$315,785 29
Audited vouchers and accounts	1,736,318 69	Bills receivable.....	33,383 52
Wages and salaries.....	2,415,197 48	Due from agents	345,677 74
Net traffic balances due to other companies.....	31,363 34	Due from solvent companies and individuals	226,248 02
Matured interest coupons unpaid (including coupons due 1889)	4,044,943 24	Other cash assets, unadjusted accounts	896,346 69
		Due from United States Government for transportation of mails, supplies, etc.....	1,588,430 43
		Balance—floating debt.....	5,443,300 43
Total	\$8,849,172 49	Total	\$8,849,172 49

Amount of interest and discount paid during year upon floating debt and current liabilities—net balance, \$62,808 70.

RECAPITULATION.

(This company owns no railroad except through ownership of stock of railroad companies.)

PERMANENT IMPROVEMENTS FOR THE YEAR.

(This company owns no road. Improvements to roads under lease are reported by lessor companies.)

COST OF ROAD AND EQUIPMENT.

(This company owns no road. Cost of lines under lease is reported by lessor companies.)

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
Southern Pacific Railroad of California.....	\$58,914,900 00	-----	None.
Southern Pacific Railroad of Arizona.....	19,992,600 00	-----	None.
Southern Pacific Railroad of New Mexico.....	6,886,300 00	-----	None.
South Pacific Coast Railway Company.....	5,993,000 00	-----	None.
Northern Railway Company.....	9,182,400 00	-----	None.
Morgan's Louisiana and Texas Railroad and Steamship Company.....	4,062,700 00	20 %	\$812,500 00
Louisiana Western Railroad Company.....	3,310,000 00	-----	None.
Texas and New Orleans Railroad Company of 1874.....	4,997,500 00	-----	None.
Galveston, Harrisburg, and San Antonio Railway Company.....	26,309,900 00	-----	None.
New York, Texas, and Mexican Railway Company.....	608,000 00	-----	None.
Mexican International Railroad Company.....	4,172,100 00	-----	None.
Union Compress and Warehouse Company.....	16,000 00	{ 10 % }	2,240 00
Louisiana Sugar Exchange.....	250 00	{ and 4 % }	None.
	\$144,445,650 00	-----	\$814,780 00

Cost of above stocks to company, \$106,947,995.

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
Transportation lines in Louisiana and Texas.....	\$76,354 14	\$122,616 94	* \$46,262 80
Oregon and California Railroad—Restatement of expenses for 1887.....	69,888 82	-----	69,888 82
New York, Texas, and Mexican Railway—due on operations for 1888.....	104,332 73	-----	104,332 73
Rental of property owned.....	2,674 15	-----	2,674 15
Income of sleeping cars.....	140,574 68	28,801 59	111,773 09
Mileage of cars.....	153,403 45	-----	153,403 45
Supplies acquired under lease.....	7,067 65	-----	7,067 65
Reorganization Oregon and California Railroad—charges refunded.....	39,708 61	-----	39,708 61
Miscellaneous income.....	1,338 98	75 00	1,263 98
	\$596,343 21	\$151,493 53	\$443,849 68

* Loss.

BONDS OWNED.

Name.	Total Amount Held.	Rate.	Income or Interest Received.
Galveston, Harrisburg, and San Antonio Railway Company, Western Division, second mortgage.....	\$1,110,000 00	6%	\$66,600 00

Cost of above bonds to company \$999,000.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

INCOME ACCOUNT.

Gross earnings from operation—Pacific System.....	\$35,117,241 70	
Atlantic System.....	11,582,373 47	\$46,699,615 17
Less operating expenses—Pacific System.....	\$22,696,544 87	
Atlantic System.....	8,012,131 16	30,708,676 03
Income from operation—Pacific System.....	\$12,420,696 83	
Atlantic System.....	3,570,242 31	\$15,990,939 14
Interest on bonds owned.....	\$66,600 00	
Dividends on stocks owned.....	814,780 00	
Miscellaneous income—less expenses.....	443,849 68	
Rentals from lines leased—Pacific System.....	511,296 08	
Atlantic System.....	54,900 00	
Income from other sources.....		1,891,425 76
Total income.....		\$17,882,364 90
Deductions from income:		
Interest and discount on floating debt paid during year.....	\$62,808 70	
Taxes—Pacific System.....	571,455 59	
Atlantic System.....	196,635 04	
Rentals, including interest on bonds—Pacific System.....	10,960,358 76	
Atlantic System.....	3,188,808 02	
Other deductions—Pacific System.....	970,909 13	
Betterments to lines, payable from income—Pacific Sys- tem.....	722,018 56	
Total deductions from income.....		16,672,993 80
Net income.....		\$1,209,371 10
Surplus on December 31, 1887.....		\$1,399,787 90
Surplus on December 31, 1888.....		2,609,159 00

INCOME ACCOUNT.—(For roads under lease only.)

(Reported by lessor companies.)

DR.	GENERAL BALANCE SHEET.		CR.
Bonds of other companies owned.....	\$999,000 00	Capital stock	\$107,299,270 00
Stocks of other companies owned.....	106,947,995 00	Floating debt.....	5,443,300 43
Other permanent investments.....	33,004 67	Accrued interest on funded debt not yet payable, \$3,921,634 32 (included in floating debt above).	
Other assets:		Profit and loss:	
Materials and supplies—		Surplus from other business investments.....	2,609,159 00
Pacific Sys. \$5,841,952 91			
Atlantic Sys. 1,529,776 85			
	7,371,729 76		
	\$115,351,729 43		\$115,351,729 43

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$15,990,939 14	Other interest paid	\$62,808 70
Net income from other rail- road sources	740,417 63	Taxes	768,090 63
Net income from other prop- erties	1,151,008 13	Rentals	14,149,166 78
Net amount realized from stock issued	18,271,500 00	Sinking fund, permanent im- provement, equipment— made to leased lines, pay- able from income	722,018 56
Net increase floating debt ..	772,179 76	Securities purchased	18,272,175 00
Net amount from sales of se- curities, etc.	1,276,643 01	Other properties purchased ..	8,030 70
		Increase of other assets	3,249,488 17
		Other expenditures	970,909 13
	\$38,202,687 67		\$38,202,687 67

EARNINGS FROM OPERATION—*Pacific System.*

Items.	Total Receipts.	Deductions Ac- count of Repay- ments, etc.	Actual Earn- ings.
Passenger revenue	\$11,250,545 31		
Less repayments—tickets redeemed		\$21,453 83	
Excess fares refunded		14,464 59	
Other repayments		65,831 72	
Total deductions		\$101,750 14	
Total passenger revenue			\$11,148,795 17
Mail			789,446 07
Express			410,589 85
Extra baggage and storage			96,501 15
Other items			8,381 88
Sleeping car			296,071 62
Total passenger earnings			\$12,749,785 74
Freight revenue	\$21,771,645 52		
Less repayments—overcharged to shippers ..		\$405,982 57	
Other repayments		124,451 55	
Total deductions		\$530,434 12	
Total freight revenue			\$21,241,211 40
Elevators			2,291 26
Total freight earnings			\$21,243,502 66
Total passenger and freight earnings			\$33,993,288 40
Other earnings from operations:			
Engine and car mileage—balance			\$551,871 25
Telegraph companies			103,180 00
Rentals of buildings, tracks, yards, and termi- nals			124,724 28
Other sources			344,177 77
Total other earnings			\$1,123,953 30
Total gross earnings from operation			\$35,117,241 70

OPERATING EXPENSES—*Pacific System.*

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$2,335,111 36
Renewals of rails	496,523 31
Renewals of ties	960,676 59
Repairs of bridges and culverts	564,547 57
Repairs of fences, road-crossings, signs, and cattle guards	49,467 26
Repairs of buildings	284,303 73
Repairs of docks and wharves	234,740 06
Repairs of telegraph	1,056 79
Other expenses	89,730 95
.....	105,125 90
.....	36,394 05
Total	\$5,157,677 57
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,119,100 16
Repairs and renewals of passenger cars	538,605 60
Repairs and renewals of freight cars	967,123 51
Repairs and renewals of ferryboats, tugs, floats, and barges	197,071 22
Shop machinery, tools, etc.	192,669 69
Other expenses	3,318 16
Total	\$3,017,888 34
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$1,693,494 43
Fuel for locomotives	4,738,481 08
Water supply for locomotives	201,487 36
All other supplies for locomotives	152,048 49
Wages for other trainmen	1,212,025 30
All other train supplies	313,571 08
Wages of switchmen, flagmen, and watchmen	336,268 32
Expense of telegraph, including train dispatchers and operators	324,971 60
Wages of station agents, clerks, and laborers	1,298,667 73
Station supplies	144,287 20
Switching charges—balances	4,430 53
Car mileage—balances	776,172 88
Loss and damage	235,817 60
Injuries to persons	69,272 99
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, supplies	655,406 87
Other expenses	209,862 12
Total	\$12,366,265 58
General expenses:	
Salaries of officers	\$225,541 71
Salaries of clerks	496,238 29
General office expenses and supplies	56,598 72
Agencies, including salaries and rent	94,941 50
Advertising	58,338 74
Commissions	37,174 38
Insurance	43,059 56
Expense of traffic associations	13,401 64
Rents of buildings, tracks, yards, and terminal	276,652 49
Legal expenses	311,531 77
Stationery and printing	96,597 05
Other general expenses	444,650 53
Total	\$2,154,713 38
Recapitulation of expenses:	
Maintenance of way and structures	\$5,157,677 57
Maintenance of equipment	3,017,888 34
Conducting transportation	12,366,265 58
General expenses	2,154,713 38
Grand total	\$22,696,544 87
Percentage of operating expenses to earnings	64.63

RENTALS PAID.

Items.	Interest on Bonds Guaranteed.	Dividends on Stock.	Cash.	Total.
Rents paid for leased roads:				
<i>Pacific System.</i>				
California Pacific Railroad			\$600,000 00	\$600,000 00
Central Pacific Railroad	\$3,438,323 34		1,360,000 00	4,798,323 34
Northern Railway	224,520 00	\$312,558 00	334,512 00	871,590 00
Oregon and California Railroad ..	591,533 33			591,533 33
Southern Pacific Railroad of California	2,260,191 61		518,010 23	2,778,201 84
Southern Pacific Railroad of Arizona	600,000 00		149,932 69	749,932 69
Southern Pacific Railroad of New Mexico	250,800 00		49,977 56	300,777 56
South Pacific Coast Railway	220,000 00			220,000 00
Union Pacific Railway—five miles west of Ogden			20,000 00	20,000 00
Total Pacific System	\$7,585,368 28	\$312,558 00	\$3,032,432 48	\$10,930,358 76
<i>Atlantic System.</i>				
Galveston, Harrisburg, and San Antonio Railway	\$1,407,500 00		\$203,033 84	\$1,610,533 84
Texas and New Orleans Railroad ..	272,940 00		93,707 93	366,647 93
Louisiana Western Railroad	134,400 00		41,647 97	176,047 97
Morgan's Louisiana and Texas Railroad and Steamship Co.	458,757 29		281,123 78	739,881 07
New York, Texas, and Mexican Railway	61,855 00			61,855 00
Texas and Pacific Railway—Alex. Extension			10,620 00	10,620 00
Total Atlantic System	\$2,335,452 29		\$630,133 52	\$2,965,585 81
Other rentals paid:				
<i>Pacific System.</i>				
Vallejo ferry steamers			\$6,000 00	\$6,000 00
Colorado River bridge			12,000 00	12,000 00
Rio Grande bridge			12,000 00	12,000 00
Total Pacific System			\$30,000 00	\$30,000 00
<i>Atlantic System.</i>				
Steamships Eureka, El Paso, El Dorado, El Monte			\$223,222 21	\$223,222 21
Total Pacific System	\$7,585,368 28	\$312,558 00	\$3,032,433 48	\$10,930,358 76
Total Atlantic System	2,335,452 29		853,355 73	3,188,808 02
Total	\$9,920,820 57	\$312,558 00	\$3,915,788 21	\$14,149,166 78

IMPORTANT CHANGES DURING THE YEAR.

NEW ROAD PUT IN OPERATION—Central Pacific Railroad.—On October 20, 1888, the Alameda local track was removed on Alice Street, causing a reduction in mileage of $\frac{3}{16}$ of a mile.

Northern Railway.—On May 31, 1888, the line from Napa Junction to Santa Rosa was opened for business, 36.70 miles. The following lines were opened for business on July 1, 1888: Willows to Fruto, 17.10 miles; Shingle Springs to Placerville, 11.79 miles; Madison to Rumsey, 23.70 miles. On November 1, 1888, there was put in operation an extension of 1.16 miles on the Berkeley Branch line. There was also completed on November 1, 1888, double track of 26.74 miles from West Oakland to Port Costa, and 1.54 miles on Berkeley Branch.

Southern Pacific Railroad of California.—On February 20, 1888, the line from Thenard to Long Beach was opened for business, 3.80 miles. On March sixteenth, the line from Studebaker to Whittier was opened for traffic, 5.90 miles. The following lines were put in operation on July first: Fresno to Porterville, 69.30 miles; Tracy to Newman, 37.10 miles.

On July fourteenth the line from Huron to Alcalde, 20.60 miles, was put in operation. On September fifteenth the line from Miraflores to Tustin, 10.80 miles, was put in operation. On March fourteenth two miles were added to the Loma Prieta Branch, moving Monte Vista station that distance.

Southern Pacific Railroad of Arizona.—On August twelfth the mileage of this line was increased one mile, owing to change of line in Cienega Cañon.

LEASES TAKEN.—The following lines were acquired by leases: July first, through consolidation with Northern Railway, Sacramento to Shingle Springs, 47.71 miles; Elmira to Madison, 27.35 miles; Bracks to Valley Springs (narrow gauge), 40.30 miles.

CAPITAL STOCK.—For the purpose of acquiring the proprietorship of additional lines, the authorized capital stock of this company was increased in 1888 from \$100,000,000 to \$150,000,000.

CONTRACTS, AGREEMENTS, ETC.

1. *Express Companies.*—Contracts with Wells, Fargo & Co. provide that the railroads shall transport express matter, and payment shall be made for such services by Wells, Fargo & Co. at agreed rates for the traffic actually transported.

2. *Mails.*—Rates are fixed by the Government. On the Central and Southern Pacific Railroads these rates are subject to the terms of the several Acts of Congress, granting aid for the construction of said roads.

3. *Sleeping, Parlor, or Dining Cars.*—These cars, operated by Pullman Palace Car Company, which company owns an interest in the cars; the net profit or loss from their operation is divided in proportion to interest owned by each company.

4. *Freight or Transportation Companies or Lines.*—

5. *Other Railroad Companies.*—

6. *Steamboat or Steamship Companies.*—

7. *Telegraph Companies.*—Telegraph lines are operated jointly by the Western Union Telegraph Company and this company, under several contracts entered into by the several leased railroads.

8. *Other Contracts.*—The Central Pacific Railroad, the Southern Pacific Railroad, and the Oregon and California Railroad, each receiving aid in its construction from the United States, and is subject, by the Acts granting such aid, to certain restrictions and conditions regarding the transportation of freight, passengers, and mail.

These Acts of Congress constitute contracts between the railroads and the United States.

EMPLOYÉS AND SALARIES—Pacific System.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	70	\$225,541 71	-----
General office clerks	501	496,230 29	\$2 71
Station agents	446	270,787 23	1 66
Other station men	1,268	1,027,880 50	2 22
Enginemen	681	954,767 67	3 84
Firemen	713	531,021 22	2 04
Conductors	370	484,810 12	3 59
Other trainmen	836	727,215 18	2 38
Machinists	1,173	1,297,341 12	3 53
Carpenters	2,030	1,886,060 62	2 97
Other shopmen	1,792	1,215,197 28	2 17
Section foremen	576	476,119 12	2 26
Other trackmen	4,386	2,069,960 30	1 51
Switchmen, flagmen, and watchmen	376	336,268 32	2 45
Telegraph operators and dispatchers	375	290,629 20	2 12
Employés—account floating equipment	335	272,503 62	2 23
All other employés and laborers	1,145	944,570 31	2 26
Totals	17,073	\$13,506,903 71	-----
Less shown twice above	219		
Total number	16,854		

PASSENGER, FREIGHT, AND TRAIN MILEAGE—*Pacific System.*

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	15,365,267	
Number of passengers carried one mile.....	504,477,788	
Average distance carried.....	32.83	
Total passenger revenue.....		\$11,157,177 05
Amount received from each passenger.....		Cents, 73
Average receipts per passenger per mile.....		Cents, 2.21
Cost of carrying each passenger one mile.....		Cannot state.
Passenger earnings per mile of road, average 4,071.25 miles.....		2,740 48
Passenger earnings per train mile.....		1 53
Freight traffic:		
Number of tons carried of freight earning revenue.....	6,325,326	
Number of tons carried one mile.....	1,292,296,710	
Average distance haul of one ton.....	204.31	
Total freight revenue.....		21,243,502 66
Amount received for each ton of freight.....		3 36
Average receipts per ton per mile.....		Cents, 1.64
Cost of carrying one ton one mile.....		Cannot state.
Freight earnings per mile of road, average 4,071.25 miles.....		5,217 93
Freight earnings per train mile—South or West.....		2 27
Passenger and freight:		
Passenger and freight earnings.....		32,400,679 71
Passenger and freight earnings per mile of road, average 4,071.25 miles.....		7,958 41
Expense per mile of road.....		Cannot state.
Total earnings per mile of road, including mails, express, etc.....		8,625 67
Train mileage:		
Miles run by passenger trains.....	7,289,590	
Miles run by freight trains.....		
Miles run by mixed trains.....	9,371,349	
Total mileage trains, freight and passenger.....	16,660,939	
Miles run by switch trains.....	2,509,212	
Miles run by construction and other trains.....	1,583,997	
Total train mileage.....	20,754,148	
Mileage of loaded freight cars—North or East.....		
Mileage of loaded freight cars—South or West.....		
Mileage of empty freight cars—North or East.....		
Mileage of empty freight cars—South or West.....	157,573,851	
Average number of freight cars in train.....	14.38	
Average number of tons of freight in train.....	117.96	
Average number of tons of freight in each car.....	8.20	

FREIGHT TRAFFIC MOVEMENT (company's material excluded).—*Pacific System.*

Commodities.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
Products of agriculture:		
Grain.....	827,714	13.08
Flour.....	90,562	1.43
Other mill products.....	44,491	.70
Hay.....	143,879	2.27
Tobacco.....	5,696	.09
Cotton.....	1,043	.02
Fruit and vegetables.....	202,098	3.19
Other products.....	48,970	.77
Products of animals:		
Live stock.....	204,726	3.24
Dressed meats.....	11,005	.17
Other packing-house products.....	14,222	.23
Poultry, game, and fish.....	13,791	.22
Wool.....	26,128	.41
Hides and leather.....	13,243	.22
Other products.....	12,979	.22
Products of mines:		
Anthracite coal.....	217,951	3.44
Bituminous coal.....		
Coke.....	37,996	.60
Ores.....	40,067	.63
Stone, sand, and other like articles.....	111,749	1.77
Other products.....	56,355	.89
Products of forest:		
Wood.....	184,557	2.92
Lumber.....	672,533	10.63
Other products.....	20,147	.32
Manufactures:		
Petroleum and other oils.....	85,328	1.36
Sugar.....	63,662	1.01
Naval stores.....	908	.01
Iron, pig and bloom.....	3,327	.05
Iron and steel rails.....	17,708	.28
Other castings and machinery.....	26,691	.42
Bar and sheet metal.....	95,028	1.50
Cement, brick, and lime.....	201,492	3.18
Agricultural implements.....	11,276	.18
Wagons, carriages, tools, etc.....	27,790	.44
Wines, liquors, and beers.....	94,540	1.49
Household goods and furniture.....	29,089	.46
Other manufactures.....	176,954	2.80
Merchandise:		
Merchandise.....	870,452	13.76
Miscellaneous:		
Other commodities not mentioned above.....	227,266	3.59
Company freight.....	1,391,937	22.01
Total tonnage.....	6,325,326	-----

DESCRIPTION OF EQUIPMENT—*Pacific System.*

	Number Added During Year.	Total Number at End of Year.
Locomotives:		
Passenger	145	702
Freight		
Switching		
Totals	145	702
Cars in passenger service:		
First class passenger cars	66	493
Second class passenger cars		
Combination passenger cars		
Emigrant cars (tourists)		
Parlor cars	2	5
Sleeping cars	29	80
Baggage, express, and postal cars	27	181
Other cars in passenger service	1	10
Totals	142	886
Cars in freight service:		
Box cars	1,297	8,097
Flat cars	961	4,875
Fruit cars	98	561
Oil cars	1	5
Powder cars		3
Other cars (caboose)	42	238
Totals	2,397	13,779
Cars in company's service:		
Station cars	32	51
Derrick cars	5	35
Water cars	25	86
Other road cars	35	133
Totals	97	305
Total leased	2,636	14,970
Grand totals	2,636	14,970

Nearly all equipped with Westinghouse air brake, and nearly all equipped with Miller platform and coupler.

MILEAGE OF ROAD OPERATED—*Pacific System.*

Line in Use.	Leased.	Total Mileage.	New Line Constructed During Year.	Rails.		Ferry.
				Iron.	Steel.	
Length of single track	4,244.81	4,244.81	355.93	600.21	3,634.91	9.69
Length of second track	44.96	44.96	28.28	1.80	43.16	-----
Length of yard track, sidings, and spurs	738.71	738.71	123.23	738.71	-----	-----
Aggregate length of all tracks	5,028.48	5,028.48	507.44	1,340.72	3,678.07	9.69
Mileage of line by States and Territories:						
State of California	2,610.33	2,610.33	-----	482.42	2,118.22	9.69
State of Oregon	474.80	474.80	-----	99.25	375.55	-----
State of Texas	3.76	3.76	-----	-----	3.76	-----
State of Nevada	448.73	448.73	-----	18.54	584.83	-----
Territory of Utah	154.64	154.64	-----	-----	-----	-----
Territory of Arizona	385.25	385.25	-----	-----	385.25	-----
Territory of New Mexico	167.30	167.30	-----	-----	167.30	-----
	4,244.81	4,244.81	-----	600.21	3,634.91	9.69

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 20,765.02 tons.

Average price of rails at distributing point, steel, \$45 and \$50 per ton.

New ties laid during year, redwood, pine, fir, and cedar, 1,695,045; average price at distributing point, 57 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES—*Pacific System.*

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed. Tons.*	Miles Run.	Average Pounds Consumed per Mile.
Passenger	655,251	96,299	703,400	20,754,148	67.1 ³ / ₁₀₀ lbs. per mile.
Freight					
Switching					
Construction					
Totals	655,251	96,299	703,400	20,754,148	
Average cost at distributing point	\$6 72	\$4 17	\$6 83		

* Two cords of wood equivalent to one ton of coal.

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	9	141	150	Collisions	13	106	119
Employés	45	504	549	Derailments	4	20	24
Other persons	95	115	210	Coupling cars	5	175	180
				Grade crossings	3	14	17
				Other causes	124	445	569
Totals	149	760	909	Totals	149	760	909

CHARACTERISTICS OF ROAD—*Pacific System.*

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
California Pacific Railroad	113.44	66	14.58	98.86
California Pacific Railroad Ferry	2.00			
Central Pacific Railroad	1,345.95	1,882	401.92	944.03
Central Pacific Railroad Ferry	3.69			
Central Pacific Railroad. Line leased from U. P. from Ogden west	5.00	*	*	*
Central Pacific. Trackable right leased from Northern Railway, Brighton to Sacramento	5.64	†	†	†
Northern Railway	362.13	483	83.32	278.81
Northern Railway Ferry	1.00			
Northern Railway, Clear Lake Division	27.35	*	*	*
Oregon and California Railroad	474.80		135.98	338.82
Southern Pacific Railroad of California	1,244.01	1,296	255.34	988.67
Southern Pacific Railroad of Arizona	384.74	665	59.56	325.18
Southern Pacific Railroad of New Mexico	171.06	93	18.34	152.72
South Pacific Coast Railway	101.00	*	*	*
South Pacific Coast Railway Ferry	3.00			
	4,244.81			

CHARACTERISTICS OF ROAD—Continued.

Working Divisions or Branches.	Profile.						
	Length of Level Track —Miles—	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents— Feet—	Aggregate Length of Ascending Grades—Miles—	Number	Sum of Descents— Feet—	Aggregate Length of Descending Grades—Miles—
California Pacific Railroad.....	21.90	119	997.48	50.65	89	702.52	40.89
Central Pacific Railroad.....	223.07	1,597	21,019.63	687.70	1,053	13,736.54	435.18
Central Pacific Railroad. Line leased from U. P. from Ogden west.....	*	*	*	*	*	*	*
Central Pacific. Trackable right leased from Northern Railway, Brighton to Sacramento.....	†	†	†	†	†	†	†
Northern Railway.....	75.16	369	5,982.65	206.24	213	1,871.72	80.73
Northern Railway, Clear Lake Division.....	*	*	*	*	*	*	*
Oregon and California Railroad..	63.24	†	†	†	†	†	†
Southern Pacific Railroad of Cal- ifornia.....	198.25	620	17,203.13	573.83	509	14,922.35	471.93
Southern Pacific Railroad of Ari- zona.....	47.99	88	6,705.90	241.27	66	2,746.20	95.48
Southern Pacific Railroad of New Mexico.....	46.77	59	1,326.41	49.77	101	1,713.72	74.52
South Pacific Coast Railway.....	*	*	*	*	*	*	*

* No information at hand.

† Included in Northern Railway below.

† Total grades, 411.56 miles.

Bridges in California:

Stone, none; iron, 34; wooden, 186; combination, none.

Trestles in California:

Aggregate length, 261,313 feet.

Tunnels in California:

Number, 63; maximum length, 6,966.5 feet; minimum length, 85 feet; aggregate length of all tunnels, 43,399 feet.

Gauge of track:

4,096.51 miles of 4 feet 8½ inches; 141 miles of 3 feet..

Telegraph:

Owned by this company, none; operated by this company, December 31, 1888, for train purposes, 4,244.81 miles; number of stations on all roads operated by this company in California, 897; number of stations on all roads owned by this company in California, none.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Leland Stanford, President of the Southern Pacific Company, and G. L. Lansing, Secretary and Controller of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

LELAND STANFORD.
G. L. LANSING.

Subscribed and sworn to before me, this first day of July, 1889.

E. B. RYAN,
Notary Public.

CENTRAL PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Central Pacific Railroad Company.
2. Date of organization: August 22, 1870.
3. Incorporated under the laws of California and the United States. California: General railroad laws of 1861, approved May 20, 1861. United States: (12 Stat. 489). (13 Stat. 356). (14 Stat. 239).
4. Central Pacific Railroad Company, consolidated June 23, 1870.
 - Central Pacific Railroad Company of California (chartered June 28, 1861; amended October 8, 1864).
 - Western Pacific Railroad Company, chartered December 13, 1862. } Western Pacific Railroad Company, consolidated November 2, 1869.
 - San Francisco Bay Railroad Company, chartered September 25, 1868. }
 - California and Oregon Railroad Company, consolidated December 18, 1869.
 - California and Oregon Railroad Company, chartered June 30, 1865. }
 - Marysville Railroad Company, chartered November 29, 1869. } California and Oregon Railroad Company, consolidated January 16, 1868.
 - Yuba Railroad Company, chartered November 17, 1862. }
 - San Francisco, Oakland, and Alameda Railroad Company, consolidated June 29, 1870.
 - San Francisco and Alameda Railroad Company, chartered March 25, 1863. } San Francisco and Alameda Railroad Company, consolidated October 15, 1868.
 - San Francisco, Alameda, and Stockton Railroad Company, chartered December 8, 1863. }
 - San Francisco and Oakland Railroad Company, chartered October 21, 1861.
 - San Joaquin Valley Railroad Company, chartered February 5, 1868.
- The above four roads were consolidated August 22, 1870, under the name of the "Central Pacific Railroad Company."
5. Authority: General railroad laws of California. Date: See No. 4.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco.....	April 9, 1889.
C. P. Huntington	No. 23 Broad Street, New York..	April 9, 1889.
C. F. Crocker	San Francisco.....	April 9, 1889.
A. N. Towne	San Francisco.....	April 9, 1889.
Timothy Hopkins	San Francisco.....	April 9, 1889.
E. H. Miller, Jr.	San Francisco.....	April 9, 1889.
C. E. Bortherton.....	London, England.....	April 9, 1889.

Number of stockholders at date of last election: 1,796.

Last meeting of stockholders for election of Directors: April 13, 1888.

Post Office address of general office: Fourth and Townsend Streets, San Francisco; No. 23 Broad Street, New York.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Leland Stanford	San Francisco.
Vice-President.....	C. P. Huntington	No. 23 Broad St., N. Y.
Vice-President.....	C. F. Crocker.....	San Francisco.
Vice-President.....	A. N. Towne.....	San Francisco.
Secretary and Controller.....	E. H. Miller, Jr.....	San Francisco.
Treasurer.....	Timothy Hopkins.....	San Francisco.
Assistant Treasurer.....	H. A. Cummings.....	San Francisco.
Chief Engineer.....	Wm. Hood.....	San Francisco.
General Solicitor, Attorney, or Counsel.....	Creed Haymond.....	San Francisco.
Land Commissioner.....	W. H. Mills.....	San Francisco.

Operating officers reported by Southern Pacific Company, lessee.

PROPERTY OPERATED.

(Reported by Southern Pacific Company, lessee.)

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
				Rate.	Amount.
Capital stock—common...	\$100 00	\$100,000,000 00	\$68,000,000 00	2%	\$1,345,510 00

The dividends paid are on \$67,275,500 of capital stock; \$724,500 capital stock being owned by company.

There has been so many consolidations that it is impossible now to correctly trace the manner of payment for all the capital stock. It was all issued for cash, or its equivalent in materials, labor, or services.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and now Outstanding.
	Date of Issue.	When Due.		
California State aid bonds...	July 1, 1864..	July 1, 1884*	\$1,500,000 00	\$5,000 00
C. P. R. R. 1st mort. bonds A.	July 1, 1865..	July 1, 1895..	3,000,000 00	2,995,000 00
C. P. R. R. 1st mort. bonds B.	July 1, 1866..	July 1, 1896..	1,000,000 00	1,000,000 00
C. P. R. R. 1st mort. bonds C.	July 1, 1866..	July 1, 1896..	1,000,000 00	1,000,000 00
C. P. R. R. 1st mort. bonds D.	July 1, 1866..	July 1, 1896..	1,390,000 00	1,383,000 00
C. P. R. R. 1st mort. bonds E.	Jan. 1, 1867..	Jan. 1, 1897..	4,000,000 00	3,997,000 00
C. P. R. R. 1st mort. bonds F.	Jan. 1, 1868..	Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mort. bonds G.	Jan. 1, 1868..	Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mort. bonds H.	Jan. 1, 1868..	Jan. 1, 1898..	4,000,000 00	3,999,000 00
C. P. R. R. 1st mort. bonds I.	Jan. 1, 1868..	Jan. 1, 1898..	3,525,000 00	3,511,000 00
W. P. R. R. bonds, old issue.	Dec. 1, 1865..	Dec. 1, 1895..	-----	+ 111,000 00
W. P. R. R. bonds 1st mort. A.	July 1, 1869..	July 1, 1899..	1,970,000 00	1,859,000 00
W. P. R. R. bonds 1st mort. B.	July 1, 1869..	July 1, 1899..	765,000 00	765,000 00
C. & O. R. R. bonds 1st mortgage A extended	Jan. 1, 1868..	Jan. 1, 1918..	6,000,000 00	5,979,000 00
C. & O. R. R. bonds 1st mort. A.	Jan. 1, 1868..	Jan. 1, 1888..	-----	3,000 00
C. & O. R. R. bonds 1st mort. B.	Jan. 1, 1872..	Jan. 1, 1892..	7,200,000 00	5,858,000 00
S. F. O. & A. bonds	July 1, 1870..	July 1, 1890..	1,500,000 00	133,000 00
San Joaquin Valley bonds ..	Oct. 1, 1870..	Oct. 1, 1900..	6,080,000 00	6,080,000 00
Land grant bonds	Oct. 1, 1870..	Oct. 1, 1890..	10,000,000 00	4,261,000 00
Fifty years bonds	Oct. 1, 1886..	Oct. 1, 1936..	16,000,000 00	8,882,000 00
Income bonds	May 1, 1878..	May 1, 1888†	6,000,000 00	-----
Totals	-----	-----	\$82,930,000 00	\$59,759,000 00

FUNDED DEBT—Continued.

Class of Bond or Obligation.	Interest.‡			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
California State aid bonds....	7 per cent....	Jan. and July	\$9,835 00	\$19,670 00
C. P. R. R. 1st mort. bonds A....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds B....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds C....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds D....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds E....	6 per cent....	Jan. and July	1,552,980 00	1,550,250 00
C. P. R. R. 1st mort. bonds F....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds G....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds H....	6 per cent....	Jan. and July		
C. P. R. R. 1st mort. bonds I....	6 per cent....	Jan. and July		
W. P. R. R. bonds, old issue....	6 per cent....	June and Dec.	6,660 00	6,660 00
W. P. R. R. bonds 1st mort. A....	6 per cent....	Jan. and July	157,440 00	157,200 00
W. P. R. R. bonds 1st mort. B....	6 per cent....	Jan. and July		
C. & O. R. R. bonds 1st mort- gage A extended.....	5 per cent....	Jan. and July	298,950 00	
C. & O. R. R. bonds 1st mort. A....	6 per cent....	Jan. and July		678,175 00
C. & O. R. R. bonds 1st mort. B....	6 per cent....	Jan. and July	351,480 00	
S. F. O. & A. bonds.....	8 per cent....	Jan. and July	10,640 00	10,640 00
San Joaquin Valley bonds.....	6 per cent....	Apr. and Oct.	364,800 00	374,970 00
Land grant bonds.....	6 per cent....	Apr. and Oct.	255,660 00	254,850 00
Fifty years bonds.....	6 per cent....	Apr. and Oct.	427,665 00	423,780 00
Income bonds.....	8 per cent....	May and Nov.	2,213 34	3,320 00
Totals.....			\$34,383,233 34	\$3,479,515 00

* \$281,000 of California State aid bonds were extended to July 1, 1888.

† \$111,000 of Western Pacific bonds, series "A," are held to take or exchange for those of the old issue outstanding.

‡ Income bonds outstanding were redeemed May 1, 1888, the date of maturity.

§ Paid by the Southern Pacific Company.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
Central Pacific Railroad first mortgage bonds, A, B, C, and D.....	Sacramento.....	California State line.....	139.76
Central Pacific Railroad first mortgage bonds, E, F, G, H, and I.....	California State line.....	5 miles west of Ogden.....	597.74
Western Pacific Railroad bonds, old issue....	San José.....	100 miles east..	123.18
Western Pacific Railroad first mortgage bonds, A.....	San José.....	Brighton.....	
Western Pacific Railroad first mortgage bonds, B.....	Niles.....	Oakland.....	24.00
California and Oregon first mortgage bonds, A and B.....	Roseville.....	California and Oregon State line.....	296.50
San Francisco, Oakland, and Alameda bonds	Oakland and Al- ameda.....	Local lines.....	17.31
San Joaquin Valley bonds.....	Lathrop.....	Goshen.....	146.08
Central Pacific Railroad land grant bonds*..			
Central Pacific 50 years bonds of 1936†.....			

All equipment mortgaged.

* All bonds granted by United States unsold October 1, 1870.

† All property except United States bond aided line and its equipment.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts	\$253,292 69	Cash	\$235,431 23
Sinking funds uninvested	433,739 92	Bills receivable	45,165 34
Dividends not called for	62,049 00	Due from Southern Pacific Company	1,363,855 12
Matured interest coupons unpaid	9,200 00	Due from solvent companies and individuals	189,771 75
Trustees' land mortgage	1,928,462 29	Due from United States over all requirements	1,068,161 67
Balance cash assets	1,715,641 21	Collateral land trust	1,500,000 00
Total	\$4,402,385 11	Total	\$4,402,385 11

Amount of interest and discount during year upon floating debt and current liabilities paid by Southern Pacific Company.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$68,000,000 00
Funded debt	59,759,000 00
United States bonds	27,855,680 00
	\$155,614,680 00
Less cash assets—balance	1,715,641 21
Total	\$153,899,038 79

Capital stock and mortgages cover railroad, telegraph lines, rolling stock, ferry and river steamers, etc.; also, lands granted by the United States. The amount per mile of railroad, therefore, cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

(Paid for by Southern Pacific Company, lessee.)

Items.	Expenditures during the year not included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Right of way	\$2 30		\$2 30
Other real estate	5,579 50	\$50,250 00	*44,670 50
Fences	15,066 52		13,066 52
Grading, and bridge and culvert masonry	2,806 96		2,806 96
Bridges and trestles	2,706 34	480 00	2,226 34
Other superstructure—turntables	5,545 53		5,545 53
Buildings, furniture, and fixtures	246,814 98	32,227 50	214,587 48
Shop machinery and tools	117,377 21	3,744 33	113,632 88
Wharfing, etc.	92,916 47		92,916 47
Sidings and yard extensions	147,796 01	6,439 96	141,356 05
Other items	10,053 77		10,053 77
Water supply	26,624 58		26,624 50
Total construction	\$671,290 17	\$93,141 79	\$578,148 38

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

PERMANENT IMPROVEMENTS FOR THE YEAR—Continued.

Items.	Expenditures during the year not included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Equipment:			
Locomotives	\$3,025 26	\$4,000 00	*\$974 74
Passenger cars		800 00	*300 00
Sleeping, parlor, and dining cars		859 07	*859 07
Baggage, express, and postal cars		1,600 00	*1,600 00
Freight cars	2,050 00		2,050 00
Other cars of all classes	1,494 00	500 00	994 00
Floating equipment	3,819 44	18,172 20	*14,352 76
Total equipment	\$10,388 70	\$25,931 27	*\$15,542 57
Grand total construction and equipment, added by Southern Pacific Company	\$681,678 87	\$119,073 06	\$562,605 81
In addition to above there appears on book of C. P. R. R. Co., for transactions made by it, viz.: Final payment for construction of Oregon Division	\$259,000 00		\$259,000 00
Real estate	4 00	\$7,080 50	*7,076 50
	\$259,004 00	\$7,080 50	\$251,923 50

* Credit.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.
Grand total cost construction and equipment	\$167,404,012 66	\$251,923 50	\$167,655,936 16

Impossible to show detail.

STOCKS OWNED.

Name.	Total Par Value.
16,800 shares Newport News and Mississippi Valley Company	\$1,680,000 00
826,488 shares new first preferred Chesapeake and Ohio Railway Co.	82,642 80
13,852 shares new common Chesapeake and Ohio Railway Company	1,385,880 00
34,495 shares Coos Bay Oregon Coal Company	3,449,500 00
1,600 shares Sacramento Transportation Company	160,000 00
233 shares Colfax and Forest Hill Commercial Company	4,660 00
7,245 shares Central Pacific Railroad Company	724,500 00
	\$7,487,182 80

Cost of above stock to company, \$1,861,886 29.

BONDS OWNED.

Name.	Total Amount Held.	Rate.	Income or Interest Received.
Fractional United States bonds	\$120 00	6%	Collected by lessee.

INCOME ACCOUNT.

(Reported by Southern Pacific Company, lessee.)

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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INCOME ACCOUNT.—(For roads under lease only.)

Income from lease of road	\$1,360,000 00	
Sinking fund requirements, paid by Southern Pacific Company, lessee.....	275,000 00	
Interest earned on invested sinking funds	397,004 67	
United States requirement, paid by Southern Pacific Company, lessee.....	467,217 50	
Land sales during year, and interest on deferred payments.....	268,667 12	
Total income		\$2,767,889 29
Salaries and maintenance of organization. (Paid by Southern Pacific Company, lessee.)		
Sinking fund requirements of company	\$672,004 67	
United States requirement.....	467,217 50	
Income applicable to redemption of land bonds	268,667 12	
Other expenditures (expenses for operations prior to April 1, 1885, paid during 1888).....	13,506 54	
Total		1,421,395 83
Net income.....		\$1,346,493 46
Dividends paid 2 per cent. Common stock, February first and August first, 1 per cent each	\$1,345,510 00	
Total		1,345,510 00
Surplus for year ending December 31, 1888.....		\$963 46
Surplus on December 31, 1887.....		3,459,791 57
Surplus on December 31, 1888.....		\$3,460,775 03

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road and equipment..	\$167,655,936 16	Capital stock	\$68,000,000 00
Bonds	120 00	Funded debt	59,759,000 00
Stocks of companies.....	1,861,886 29	United States subsidy bonds.....	27,855,680 00
Other permanent investments	19,692 18	Floating debt (see cash assets)	
Sinking funds of company.....	8,462,119 71	Accrued interest on funded debt not yet payable—paid by Southern Pacific Co., lessee.....	
United States requirements, paid in full	10,508,939 68	Income:	
Lands owned:		For redemption of land bonds	\$8,697,965 58
Lands granted by United States. Value not taken up in accounts.....		For Sinking Fund of Co....	12,972,478 23
Cash items	1,715,641 21	For United States requirements	10,508,939 68
Other assets:		General income acct.	3,460,775 03
Land contracts; deferred payments on time sales..	1,030,503 29	Profit and loss (see income account above).....	
	\$191,254,838 52		\$191,254,838 52

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$1,360,000 00	Interest on funded debt paid	Paid by S. P. Company, lessee.
Net amount realized from bonds issued	259,000 00	Other interest paid	
Net increase floating debt.....	838,485 40	Taxes.....	
Net amount from sale of lands.....	268,667 12	Rentals	
Net amount from sale of securities, etc.	105 00	Dividends	\$1,345,510 00
Receipts from other sources, real estate	7,080 50	Reduction of funded debt.....	380,000 00
U. S. Gov. requirement paid by Southern Pacific Co.	467,217 50	Sinking fund—company	292,004 67
Sinking fund requirement by Southern Pacific Co.	275,000 00	Constructing new road, etc.	259,004 00
Interest on sinking funds.....	397,004 67	Securities purchased.....	82,642 80
		Other properties purchased.....	75 60
		Increase of cash assets.....	763,931 96
		Other expenditures:	
		Expenses prior to lease	13,506 54
		U. S. Gov't requirement	467,217 50
		Applicable to redemption of land bonds.....	268,667 12
	\$3,872,560 19		\$3,872,560 19

EARNINGS FROM OPERATION.

(Reported by Southern Pacific Company, lessee.)

OPERATING EXPENSES.

(Reported by Southern Pacific Company, lessee.)

RENTALS PAID.

(Reported by Southern Pacific Company, lessee.)

IMPORTANT CHANGES DURING THE YEAR.

Change of Road.—On October 20, 1888, the Alameda local track on Alice Street, Oakland, was removed, reducing the mileage $\frac{3}{4}$ miles.

Funded Debt.—On May 1, 1888, the Central Pacific Railroad Income bonds matured, and on July 1, 1888, the extended California State Aid bonds matured. Provision for the payment of these bonds had been made by existing sinking funds, which contained sufficient amounts to meet all of the bonds. The former were all redeemed; of the latter, \$5,000 still remain in the fund to meet \$5,000 California State Aid bonds when presented for redemption.

On October 1, 1888, the final payment for the completion of the California and Oregon Division was made in fifty-year bonds of 1896, amounting to \$259,000.

CONTRACTS, AGREEMENTS, ETC.

(Reported by Southern Pacific Company, lessee.)

EMPLOYÉS AND SALARIES.

(Reported by Southern Pacific Company, lessee.)

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

(Reported by Southern Pacific Company, lessee.)

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF EQUIPMENT.

(Reported by Southern Pacific Company, lessee.)

MILEAGE OF ROAD OPERATED.

(Reported by Southern Pacific Company, lessee.)

CONSUMPTION OF FUEL BY LOCOMOTIVES.

(Reported by Southern Pacific Company, lessee.)

ACCIDENTS.

(Reported by Southern Pacific Company, lessee.)

CHARACTERISTICS OF ROAD.

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
Eastward—From Sacramento to Newcastle	Nov. 1, 1864.
From Sacramento to Auburn	May 14, 1865.
From Sacramento to Clipper Gap	June 19, 1865.
From Sacramento to Colfax	Sept. 11, 1865.
From Sacramento to Dutch Flat	July 5, 1866.
From Sacramento to Alta	July 11, 1866.
From Sacramento to Cisco	Dec. 3, 1866.
From Sacramento to Truckee	April 3, 1868.
From Sacramento to Reno	June 19, 1868.
From Sacramento to Wadsworth	July 22, 1868.
From Sacramento to Browns	Aug. 21, 1868.
From Sacramento to Oreana	Sept. 20, 1868.
From Sacramento to Winnemucca	Oct. 1, 1868.
From Sacramento to Argenta	Nov. 19, 1868.
From Sacramento to Elko	Jan. 25, 1869.
From Sacramento to Carlin	Mar. 15, 1869.
From Sacramento to Terrace	May 27, 1869.
From Sacramento to Promontory	May 29, 1869.
From Sacramento to Ogden	May 29, 1869.
Westward—From Sacramento to Galt	May 15, 1869.
From Sacramento to Lodi	Aug. 4, 1869.
From Sacramento to Stockton	Aug. 14, 1869.
From Sacramento to San José	Sept. 15, 1869.
From Sacramento to Alameda Wharf	Sept. 8, 1869.
From Sacramento to San Francisco, about	Dec. 1, 1869.
Northward—From Roseville Junction to Lincoln	Oct. 24, 1867.
From Roseville Junction to Wheatland	Oct. 28, 1867.
From Roseville Junction to Yuba	Sept. 19, 1868.
From Roseville Junction to Marysville	June 1, 1869.
From Roseville Junction to Nelson	May 31, 1870.
From Roseville Junction to Chico	July 2, 1870.
From Roseville Junction to Sesma	July 11, 1871.
From Roseville Junction to Tehama	Aug. 28, 1871.
From Roseville Junction to Red Bluff	Dec. 6, 1871.
From Roseville Junction to Redding	Sept. 1, 1872.
From Roseville Junction to Delta	Sept. 1, 1884.
From Roseville Junction to Gibson	June 8, 1886.
From Roseville Junction to Hazel Creek	July 16, 1886.
From Roseville Junction to Dunsmuir	Aug. 23, 1886.
From Roseville Junction to McCloud	Nov. 14, 1886.
From Roseville Junction to Edgewood	Jan. 1, 1887.
From Roseville Junction to Montague	Feb. 8, 1887.
From Roseville Junction to Hornbrook	May 1, 1887.
From Roseville Junction to Coles	June 1, 1887.
From Roseville Junction to California and Oregon State line	Oct. 5, 1887.
Southward—From Lathrop to Modesto	Nov. 8, 1870.
From Lathrop to Merced	Jan. 25, 1872.
From Lathrop to Sycamore	April 1, 1872.
From Lathrop to Fresno	May 28, 1872.
From Lathrop to Goshen	Aug. 1, 1872.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

TABLE A.—GRANTS OR DONATIONS IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds—Character of.	Interest Payable—By Whom.			Total Amount of Bonds or Cash.
San Francisco County bonds	San Francisco County			\$400,000 00
San Francisco County bonds	San Francisco County			250,000 00
Disposed of.				Interest Accrued to Company.
Character of.	Amount of Bonds.	Cash Realized.	Discount.	
*San Francisco County bonds...	\$400,000 00	\$321,752 75	\$78,247 25	\$27,865 00
†San Francisco County bonds...	250,000 00	175,000 00	75,000 00	-----

* The above four hundred bonds were issued to the Central Pacific Railroad Company as a compromise of a claim of the company against the City and County of San Francisco, but were not a donation.

† The above two hundred and fifty bonds were issued to the Western Pacific Railroad Company under the same circumstances as the four hundred that were issued to the Central Pacific Railroad Company.

TABLE B.—OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To What Railroad Company.	Acres per Mile.	Number of Miles.	Number of Acres.			Estimated Value.	
			Total.	Less Reserved by Governm't.	Net Total.	Per Acre.	Total.
Central Pacific...	12,800	742	9,497,600	1,500,000	7,997,600	\$2 50	\$19,994,000 00
Western Pacific...	12,800	123.38	1,579,284	1,153,284	426,000	2 50	1,065,000 00
Cal. and Oregon...	12,800	291	3,724,800	-----	3,724,800	2 50	9,312,000 00
Totals	-----	-----	-----	-----	12,148,400	-----	\$30,371,000 00

The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with this company.

On account of conflicting and overlapping grants, adverse claims, desert lands, and lands liable to be lost in consequence of failure to pay costs of survey, selection, and taxes, and arbitrary restrictions of the Land Department, the quantity of these lands to accrue, and their value, cannot be closely estimated.

The value above stated is derived from an estimate of the acres earned, and to which the company would be entitled under the several Acts of Congress, and applying the rate per acre fixed by the Government for adjoining lands.

TABLE C.—LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.
Sacramento City	20 $\frac{1}{2}$ acres in the slough at Sacramento.
Oakland Water Front Company	Land, Oakland waterfront.
State of California	Half interest in Mission Bay lands, San Francisco.

Mem.—No donation of lands or property other than is specified above in Tables A and C have ever been made to this company, except lands for right of way, stations, shops, and storehouses. In most instances the lands for right of way, stations, etc., were procured by the contractors.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.— (To be stated in coin.)

	Bonds Redeemed.			Total Received by Trustees.
	Number.	Amount.	Cost.	
To December 31, 1887.....	5,739	\$5,739,000 00	\$5,766,450 85	\$7,339,341 78
During year				355,571 86
Total to December 31, 1888.....	5,739	\$5,739,000 00	\$5,766,450 85	\$7,694,913 14
Cash from sales not placed in hands of Trustees.....				484,448 62
Total net receipts as above stated.....				\$8,179,361 76
			Balance on Hand.	Discount or Premium on Bonds Redeemed.
To December 31, 1887.....			\$1,572,890 98	\$27,450 85
Total to December 31, 1888.....			\$1,928,462 29	\$27,450 85

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Leland Stanford, President of the Central Pacific Railroad Company, and E. H. Miller, Jr., Secretary and Controller of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

LELAND STANFORD.
E. H. MILLER.

Subscribed and sworn to before me, this twenty-eighth day of June, A. D. 1889.

E. B. RYAN,
Notary Public.

NORTHERN RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern Railway Company.
2. Date of organization: July 19, 1871.
3. General laws of the State of California.
4. Charters of each, and all amendments of same:

Name.	Date of Incorporation.
Northern Railway Company	July 19, 1871.
Winters and Ukiah Railway Company	Aug. 9, 1887.
Woodland, Capay, and Clear Lake Railroad Company	July 7, 1887.
Westside and Mendocino Railroad Company	Sept. 2, 1886.
Vaca Valley and Clear Lake Railroad Company	Feb. 19, 1887.
San Joaquin and Sierra Nevada Railroad Company	Mar. 28, 1882.
Sacramento and Placerville Railroad Company	April 19, 1877.
Shingle Springs and Placerville Railroad Company	May 9, 1887.
Santa Rosa and Carquinez Railroad Company	May 25, 1887.
Amador Branch Railroad Company	July 3, 1875.
Berkeley Branch Railroad Company	Sept. 25, 1876.
Sacramento Valley Railroad Company	Aug. 4, 1852.
Folsom and Placerville Railroad Company	Sept. 9, 1879.

5. Authority: General laws of the State of California. Date: May 15, 1888.
7. Carrier operating roads of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Charles F. Crocker	San Francisco	April 10, 1889.
Timothy Hopkins	San Francisco	April 10, 1889.
N. T. Smith	San Francisco	April 10, 1889.
W. V. Huntington	San Francisco	April 10, 1889.
George Crocker	San Francisco	April 10, 1889.

Number of stockholders at date of last election: 183.
 Last meeting of stockholders for election of Directors: April 11, 1888.
 Post Office address of general office: Fourth and Townsend Streets, San Francisco.
 Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President	Charles F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer	N. T. Smith	San Francisco.

Operating officers reported by lessee.

PROPERTY OPERATED.

(Reported by Southern Pacific Company, lessee.)

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
				Rate.	Amount.
Capital stock—common....	\$100 00	\$28,175,000 00	\$10,418,600 00	*4%	\$247,620 00

Owing to consolidation, the details cannot be shown.

*On stock, \$6,190,500 before consolidation.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and now Outstanding.
	Date of Issue.	When Due.		
Northern Railway—				
First mortgage, 30 years ..	1877.....	1907.....	\$6,300,000 00	\$5,156,000 00
First mortgage, 50 years ..	1888.....	1938.....	21,000,000 00	-----
Amador Branch Railroad—				
First mortgage.....	1877.....	1907.....	675,000 00	675,000 00
Sacramento and Placerville Railroad—				
First mortgage.....	1877.....	1907.....	1,675,000 00	1,404,000 00
Berkeley Branch Railroad—				
First mortgage.....	1877.....	1907.....	100,000 00	100,000 00
San Joaquin and Sierra Nevada Railroad—				
First mortgage.....	1882.....	1893.....	750,000 00	149,000 00
Totals			\$30,500,000 00	\$7,484,000 00

Class of Bond or Obligation.	Interest.			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
Northern Railway—				
First mortgage, 30 years...	6 per cent ...	Jan. and July	\$288,600 00	\$267,840 00
First mortgage, 50 years ..	5 per cent ...	Apr. and Oct.	-----	-----
Amador Branch Railroad—				
First mortgage.....	6 per cent ...	Jan. and July	40,500 00	40,500 00
Sacramento and Placerville Railroad—				
First mortgage.....	6 per cent ...	Jan. and July	84,240 00	84,510 00
Berkeley Branch Railroad—				
First mortgage.....	6 per cent ...	Jan. and July	6,000 00	6,030 00
San Joaquin and Sierra Nevada Railroad—				
First mortgage.....	6 per cent ...	Jan. and July	8,940 00	8,940 00
Totals			\$428,280 00	\$407,820 00

The bonds of the different companies were sold to contractors, who took the bonds for building the roads, except in case of Sacramento and Placerville Railroad bonds, which were exchanged for bonds of previous issue.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
Northern Railway first mortgage bonds....	West Oakland.....	Martinez.....	31.03
	Port Costa.....	Suisun.....	16.34
	Woodland.....	Tehama.....	100.36
	West Oakland.....	Delaware Street.....	4.15
	West Oakland (Double track).....	Port Costa.....	26.74
Berkeley Branch R. R. first mortgage bonds.....	Shell Mound.....	Berrymans.....	5.38
Sacramento and Placerville R. R. first mortgage bonds.....	Double track.....		1.54
Amador Branch R. R. first mortgage bonds.....	Sacramento.....	Shingle Springs.....	47.71
San Joaquin & S. N. first mortgage bonds.....	Galt.....	Ione.....	27.20
Northern Railway 50 years bonds.....	Bracks.....	Valley Springs.....	40.30
	Napa Junction.....	Santa Rosa.....	36.70
	Shingle Springs.....	Placerville.....	11.79
	Willows.....	Fruto.....	16.72
	Elmira.....	Madison.....	27.35
	Madison.....	Rumsey.....	23.70

All equipment mortgaged.

NOTE.—The bonds of Berkeley Branch, Amador Branch, and Sacramento and Placerville are to be canceled, and new 50 years bonds to be issued in lieu thereof. None of the 50 years bonds were issued on December 31, 1888.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Sinking fund (uninvested)....	\$45,168 00	Due from solvent companies and individuals.....	\$71,046 42
Matured interest coupons unpaid.....	5,400 00	Balance—floating debt.....	17,121 09
Miscellaneous.....	37,599 51		
Total.....	\$88,167 51	Total.....	\$88,167 51

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock.....	\$10,418,600 00
Funded debt.....	7,484,000 00
Floating debt, balance of.....	17,121 09
Total.....	\$17,919,721 09

Capital stock and mortgage cover railroad, telegraph lines, rolling stock, ferry steamer, etc.; the amounts per mile of railroad, therefore, cannot be correctly stated.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Real estate	\$20 00	\$250 00	†\$230 00
Fences and cattle guards	108 05	-----	108 05
Bridges and trestles	178 73	-----	178 73
Other superstructure	29,692 85	-----	29,692 85
Buildings, furniture, and fixtures	562 44	-----	562 44
Telegraph line*	-----	6,031 06	+6,031 06
Wharfing, etc.*	30,287 94	1,300 16	28,987 78
Road built by contract	1,523,500 00	-----	1,523,500 00
Purchase of constructed road	5,843,959 56	-----	5,843,959 56
Other items	927 11	-----	927 11
Water supply	2,340 33	-----	2,340 33
Total construction	\$7,431,577 01	\$7,581 22	\$7,423,995 79
Equipment:			
Freight cars	\$117,840 00	-----	\$117,840 00
Total equipment	\$117,840 00	-----	\$117,840 00
Grand total construction and equipment	\$7,549,417 01	\$7,581 22	\$7,541,835 79

*Paid by Southern Pacific Company under old lease.

†Credit.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.
Grand total cost construction and equipment	\$11,556,508 74	\$7,541,835 79	\$19,098,344 53

Owing to consolidation details cannot be shown.

INCOME ACCOUNT.

(Reported by Southern Pacific Company, lessee.)

INCOME ACCOUNT.—(For roads under lease only.)

Income from lease of road, January to June	\$330,912 00	
Income from lease of road, July to December, 6 per cent per annum	312,558 00	
Interest on invested sinking fund	16,020 00	
Miscellaneous income	1,343 31	
Total income		\$660,832 31
Interest on funded debt, January to December, paid by lessee	\$203,760 00	
Other expenses	2,728 87	
Sinking fund requirements	56,020 00	
Total		\$262,508 87
Net income		\$398,323 44
Dividends paid 4 per cent. Common stock, \$6,190,500	\$247,620 00	
Total		\$247,620 00
Surplus for year ending December 31, 1888		\$150,703 44
Surplus on December 31, 1887		1,027,920 00
Surplus on December 31, 1888		\$1,178,623 44

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road and equipment ..	\$19,098,344 53	Capital stock	\$10,418,600 00
Other assets:		Funded debt	7,484,000 00
Sinking fund	318,451 99	Floating debt	17,121 09
		Accrued interest on funded debt not yet payable—payable by lessee.	
		Profit and loss	1,497,075 43
	\$19,416,796 52		\$19,416,796 52

FINANCIAL OPERATIONS FOR THE YEAR.

(Owing to consolidation of several lines into the present Northern Railway Company, the details necessary to show charges since December 31, 1887, as required, are not available.)

EARNINGS FROM OPERATION.

(Reported by Southern Pacific Company, lessee.)

OPERATING EXPENSES.

(Reported by Southern Pacific Company, lessee.)

RENTALS PAID.

(Reported by Southern Pacific Company, lessee.)

IMPORTANT CHANGES DURING THE YEAR.

The following companies were consolidated with the Northern Railway Company during the year:

1888—May 15—Berkeley Branch Railroad	3.84 miles.
Amador Branch Railroad	27.20 miles.
Santa Rosa and Carquinez Railroad	— miles.
Shingle Springs and Placerville Railroad	— miles.
Sacramento and Placerville Railroad	47.71 miles.
San Joaquin and Sierra Nevada Railroad (N. G.)	40.30 miles.
Vaca Valley and Clear Lake Railroad	27.35 miles.
Woodland, Capay, and Clear Lake Railroad	— miles.
Westside and Mendocino Railroad	— miles.
Winters and Ukiah Railroad	— miles.

The following extensions were made during the year, and turned over to lessee for operation:

1888—May 31—Napa Junction to Santa Rosa	36.70 miles.
July 1—Willows to Fruto	16.72 miles.
Shingle Springs to Placerville	11.79 miles.
Madison to Rumsey	23.70 miles.
Nov. 1—Berkeley Branch	1.54 miles.

West Oakland to Delaware Street was reduced $\frac{1}{16}$ of a mile.

In addition to above, there was also constructed $28\frac{1}{16}$ miles of double track, and turned over to lessee November 1, 1888.

The capital stock of the consolidated companies was exchanged share for share for the Northern Railway Company stock.

There was issued for construction of new road 8,310 shares of capital stock, and \$692,000 of first mortgage 6 per cent bonds. Bonds to the amount of \$21,000,000, bearing 5 per cent interest per annum, due fifty years from October 1, 1888, were authorized to cover exchange of bonds of companies consolidated with the Northern Railway Company; also for construction and extension of new lines. None of these bonds were issued during 1888.

CONTRACTS, AGREEMENTS, ETC.

(Reported by Southern Pacific Company, lessee.)

EMPLOYÉS AND SALARIES.

(Reported by Southern Pacific Company, lessee.)

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

(Reported by Southern Pacific Company, lessee.)

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF EQUIPMENT.

(Reported by Southern Pacific Company, lessee.)

MILEAGE OF ROAD OPERATED.

(Reported by Southern Pacific Company, lessee.)

CONSUMPTION OF FUEL BY LOCOMOTIVES.

(Reported by Southern Pacific Company, lessee.)

ACCIDENTS.

(Reported by Southern Pacific Company, lessee.)

CHARACTERISTICS OF ROAD.

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Woodland to Williams	July 1, 1876.
From Williams to Willows	Oct. 3, 1878.
From Willows to Orland	July 31, 1882.
From Orland to Tehama	Sept. 27, 1882.
From West Oakland to Shell Mound	Aug. 16, 1876.
From Shell Mound to Martinez	Jan. 9, 1878.
From Benicia to Suisun	Dec. 28, 1879.
From Elmira to Vacaville	Jan. 25, 1889.
From Vacaville to Winters	Aug. 26, 1875.
From Winters to Madison	May 1, 1877.
From Madison to Rumsey	July 1, 1888.
From Willows to Fruto	July 1, 1888.
From Bracks to Lockeford	Aug., 1882.
From Lockeford to Clements	Sept., 1882.
From Clements to Wallace	Oct., 1882.
From Wallace to Benson	Sept., 1884.
From Benson to Valley Springs	April, 1885.
From Sacramento to Folsom	Feb. 22, 1856.
From Folsom to Shingle Springs	Jan. 20, 1865.
From Shell Mound to Berkeley	Aug. 16, 1876.
From Berkeley to Berrymans	July 1, 1878.
From Galt to Ione	Dec. 4, 1876.
From Napa Junction to Santa Rosa	May 31, 1888.
From Shingle Springs to Placerville	May 29, 1888.

STATE OF CALIFORNIA, }
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Northern Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and papers, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-ninth day of June, 1889.

E. B. RYAN,
Notary Public.

CALIFORNIA PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: California Pacific Railroad Company.
2. Date of organization: December 23, 1869.
3. General laws of the State of California.
4. Charters of each, and all amendments of same:

Name.	Date of Incorporation.
California Pacific Railroad.....	Jan. 6, 1865.
San Francisco and Marysville Railroad	Oct. 26, 1857.
Sacramento and San Francisco Railroad.....	Dec. 2, 1864.
California Pacific Railroad Extension Company.....	Apr. 5, 1869.
Napa Valley Railroad (by purchase).....	Mar. 2, 1864.

5. Authority: General laws of the State of California. Date: December 23, 1869.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
R. P. Hammond.....	San Francisco	April 10, 1889.
N. T. Smith.....	San Francisco	April 10, 1889.
W. E. Brown	San Francisco	April 10, 1889.
J. L. Willcutt.....	San Francisco	April 10, 1889.
C. F. Crocker	San Francisco	April 10, 1889.
W. V. Huntington.....	San Francisco	April 10, 1889.
Timothy Hopkins	San Francisco	April 10, 1889.

Number of stockholders at date of last election: 141.

Last meeting of stockholders for election of Directors: April 11, 1888.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. P. Hammond	San Francisco.
Vice-President.....	N. T. Smith	San Francisco.
Secretary	W. V. Huntington	San Francisco.
Treasurer.....	Timothy Hopkins.....	San Francisco.

Operating officers reported by lessee.

PROPERTY OPERATED.

(Reported by Southern Pacific Company, lessee.)

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$12,000,000 00	\$12,000,000 00

On account of consolidation, details cannot be given.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and now Outstanding.
	Date of Issue.	When Due.		
First mortgage.....	1887.....	1912.....	\$2,250,000 00	*\$2,232,000 00
Second mortgage.....	1871.....	1891.....	1,600,000 00	*1,600,000 00
Third mortgage, Series "A".....	1875.....	1905.....	2,000,000 00	†1,998,000 00
Third mortgage, Series "B".....	1875.....	1905.....	1,000,000 00	†1,000,000 00
Totals			\$6,850,000 00	\$6,830,000 00

Class of Bond or Obligation.	Interest.			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
First mortgage.....	4½ per cent..	Jan. and July	\$100,440 00	\$102,060 00
Second mortgage.....	6 per cent..	Jan. and July	96,000 00	95,820 00
Third mortgage, Series "A".....	6 per cent..	Jan. and July	120,000 00	119,850 00
Third mortgage, Series "B".....	3 per cent..	Jan. and July	30,000 00	30,007 50
Totals			\$346,440 00	\$347,737 50

The first mortgage bonds were extended from 1887 to 1912, and the interest reduced thereon from 6 per cent to 4½ per cent.

* Turned over to contractors to apply towards expenses of building the road.

† To taken up bonds of prior issue.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.*
First mortgage	Vallejo.....	Sacramento.....	60.39
Second mortgage	Adalante (Napa Junction).....	Calistoga.....	34.48
Third mortgage	Davis	Knights Landing	18.64

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Matured interest coupons unpaid—Due, 1889	\$180,192 50	Due from solvent companies and individuals	\$419,496 68
Miscellaneous	518,182 78	Balance—Floating debt	278,878 60
Total	\$689,375 28	Total	\$698,375 28

Amount of interest and discount during year upon floating debt and current liabilities paid by Southern Pacific Company, lessee.

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$12,000,000 00	115.3 $\frac{1}{2}$	\$104,130 55
Funded debt	6,830,000 00	115.3 $\frac{1}{2}$	59,267 57
Floating debt, balance of	278,878 60	115.3 $\frac{1}{2}$	2,419 98
Totals	\$19,106,878 60	115.3 $\frac{1}{2}$	\$165,818 10

PERMANENT IMPROVEMENTS FOR THE YEAR.
(Paid by Southern Pacific Company, lessee.)

Items.	Expenditures During the Year not Included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Real estate	\$59 40		\$59 40
Buildings, furniture, and fixtures	7,854 32	\$6,750 00	1,104 32
Wharfing, etc.		410 00	410 00
Sidings and yard extensions	4,049 20		4,049 20
Other items	31 08		31 08
Water supply	801 69		801 69
Total construction	\$12,795 69	\$7,160 00	\$5,635 69
Equipment:			
Freight cars	\$50 00		\$50 00
Total equipment	\$50 00		\$50 00
Grand total construction and equipment.....	\$12,847 69	\$7,160 00	\$5,685 69

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Grand total cost construction and equipment	\$19,537,072 60	\$19,537,072 60	\$169,533 78

Impossible to show detail.

INCOME ACCOUNT.

(Reported by Southern Pacific Company, lessee.)

INCOME ACCOUNT.—(For roads under lease only.)

Income from lease of road	\$600,000 00	\$600,000 00
Total income		
Interest on funded debt	\$345,630 00	
Interest and discount on floating debt	41,915 58	
Other expenditures	1,969 30	
Total		389,514 86
Net income		\$210,485 14
Surplus on December 31, 1887		217,708 86
Surplus on December 31, 1888		\$428,194 00

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

Dr.		GENERAL BALANCE SHEET.	Cr.
Cost of road and equipment..	\$19,537,072 60	Capital stock	\$12,000,000 00
Cash items (see floating debt).		Funded debt	6,830,000 00
		Floating debt.....	278,878 60
		Accrued interest on funded debt not yet payable (\$173,-220, included in floating debt).	
		Profit and loss	428,194 00
	\$19,537,072 60		\$19,537,072 60

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from rental	\$800,000 00	Interest on funded debt paid..	\$345,630 00
Net amount decrease of cash assets	89,612 91	Other interest paid.....	41,915 56
		Reduction of floating debt....	300,098 05
		Other expenditures.....	1,969 30
	\$689,612 91		\$689,612 91

EARNINGS FROM OPERATION.

(Reported by Southern Pacific Company, lessee.)

OPERATING EXPENSES.

(Reported by Southern Pacific Company, lessee.)

RENTALS PAID.

(Reported by Southern Pacific Company, lessee.)

CONTRACTS, AGREEMENTS, ETC.

(Reported by Southern Pacific Company, lessee.)

EMPLOYÉS AND SALARIES.

(Reported by Southern Pacific Company, lessee.)

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

(Reported by Southern Pacific Company, lessee.)

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF EQUIPMENT.

(Reported by Southern Pacific Company, lessee.)

MILEAGE OF ROAD OPERATED.

(Reported by Southern Pacific Company, lessee.)

ACCIDENTS.

(Reported by Southern Pacific Company, lessee.)

CHARACTERISTICS OF ROAD.

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
*From Vallejo to Sacramento.....
*From Napa Junction to Calistoga.....
†From Davisville to Marysville

* At sundry dates in January, 1868 and 1869, while in hands of contractors, who turned the road over to the railroad company January, 1870.

† The railroad company has no records showing the details of the various openings for traffic purposes.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the California Pacific Railroad Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

CHAS. F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me this twenty-ninth day of June, 1889.

E. B. RYAN,
Notary Public.

SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA.

HISTORY.

1. Name of common carrier making this report: Southern Pacific Railroad Company.
2. Date of organization: May 14, 1888, under general law.
3. Under general laws of State of California; also Acts of Congress of July 27, 1866, 14 U. S. S., p. 282, and March 31, 1871, 18 U. S. S., p. 573.
4. Charters of each, and all amendments to same:

Name.	Date of Incorporation.
Southern Pacific Railroad Company	Oct. 12, 1870.
Southern Pacific Railroad Company amended	April 15, 1871.
The San Francisco and San José Railroad Company	Aug. 18, 1860.
Southern Pacific Railroad Company	Dec. 21, 1865.
Santa Clara and Pajaro Valley Railroad Company	Jan. 21, 1868.
California Southern Railroad Company	Jan. 22, 1870.
Southern Pacific Railroad Company	Aug. 19, 1873.
Southern Pacific Railroad Company	Oct. 12, 1870.
Southern Pacific Railroad Company amended	April 15, 1871.
Southern Pacific Branch Railroad Company	Dec. 23, 1872.
Southern Pacific Railroad Company	Dec. 18, 1874.
Southern Pacific Railroad Company	Aug. 19, 1873.
Los Angeles and San Pedro Railroad Company	Feb. 18, 1868.
Southern Pacific Railroad Company	May 14, 1888.
Southern Pacific Railroad Company	Dec. 18, 1874.
San José and Almaden Railroad Company	Mar. 2, 1866.
Pajaro and Santa Cruz Railroad Company	June 3, 1884.
Monterey Railroad Company	Jan. 24, 1880.
Monterey Extension Railroad Company	Jan. 6, 1868.
Southern Pacific Branch Railroad Company	April 12, 1886.
San Pablo and Tulare Railroad Company	July 19, 1871.
San Pablo and Tulare Extension Railroad Company	Feb. 7, 1887.
San Ramon Valley Railroad Company	April 25, 1888.
Stockton and Copperopolis Railroad Company	Nov. 17, 1877.
Stockton and Tulare Railroad Company	Dec. 2, 1887.
San Joaquin Valley and Yosemite Railroad Company	Feb. 15, 1886.
Los Angeles and San Diego Railroad Company	Oct. 10, 1876.
Los Angeles and Independence Railroad Company	Jan. 8, 1875.
Long Beach, Whittier, and Los Angeles Railroad Company	Dec. 17, 1887.
Long Beach Railroad Company	Oct. 31, 1887.
Southern Pacific Railroad Extension Company	Feb. 21, 1888.
Ramona and San Bernardino Railroad Company	April 25, 1888.

5. Authority: General laws of the United States and of the State of California. Dates: See No. 4.

6. See No. 4.

7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Charles F. Crocker	San Francisco	April 9, 1889.
Timothy Hopkins	San Francisco	April 9, 1889.
N. T. Smith	San Francisco	April 9, 1889.
J. L. Willcutt	San Francisco	April 9, 1889.
Charles Mayne	San Francisco	April 9, 1889.
W. V. Huntington	San Francisco	April 9, 1889.
A. N. Towne	San Francisco	April 9, 1889.

Number of stockholders at date of last election: 19.

Last meeting of stockholders for election of Directors: April 11, 1888.

Post Office address of general office: Fourth and Townsend Streets, Box 2,008, Post Office, San Francisco.

Post Office address of operating office: Box 2,328, Post Office, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Chas. F. Crocker	San Francisco.
President	Chas. F. Crocker	San Francisco.
Vice-President	Timothy Hopkins	San Francisco.
Secretary	J. L. Willcutt	San Francisco.
Treasurer	N. T. Smith	San Francisco.
Chief Engineer	Wm. Hood	San Francisco.
General Solicitor, Attorney, or Counsel	Creed Haymond	San Francisco.
Assistant Solicitor, Attorney, or Counsel	L. D. McKusick	San Francisco.
Land Commissioner	Jerome Madden	San Francisco.
General Agent and Attorney	C. P. Huntington	New York.

Operated by Southern Pacific Company, under lease.

PROPERTY OPERATED.

(Operated by Southern Pacific Company, lessee.)

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$90,000,000 00	\$59,292,800 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		28,962	*\$2,838,600 00
Issued for construction—common		550,442	55,044,200 00
Issued in part payment for bonds of old consolidated roads		14,100	1,410,000 00
Total		593,504	\$59,292,800 00

*\$2,824,200 for 28,242 shares, full paid; \$14,400 for 720 shares, 20 per cent paid.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.
	Date of Issue.	When Due.	
S. P. R. R. Co.—30 years 6 per cent bonds:			
First mortgage, coupon A.....	April 1, 1875.	April 1, 1905.	\$15,000,000 00
First mortgage, coupon B.....	Oct. 1, 1875.	Oct. 1, 1905.	5,000,000 00
First mortgage, coupon C.....	Oct. 1, 1876.	Oct. 1, 1906.	5,000,000 00
First mortgage, coupon D.....	Oct. 1, 1876.	Oct. 1, 1906.	5,000,000 00
First mortgage, coupon E.....	April 1, 1882.	April 1, 1912.	5,000,000 00
First mortgage, coupon F.....	April 1, 1882.	April 1, 1912.	5,000,000 00
First mortgage, coupon G.....			6,000,000 00
Totals.....			\$46,000,000 00
S. P. R. R. Co. first mortgage coupon 50 years 5 per cent bonds.....	Oct. 1, 1888.	Oct. 1, 1938.	38,000,000 00
First mortgage S. P. Branch Ry. Co.....	April 1, 1887.	April 1, 1937.	9,000,000 00
First mortgage Stockton and Copperopolis R. R. Co.....	Jan. 1, 1875.	Jan. 1, 1905.	500,000 00
First mortgage Pajaro and Santa Cruz R. R. Co.....	Jan. 1, 1885.	Jan. 1, 1915.	530,000 00
First mortgage Monterey R. R. Co.....	April 1, 1880.	April 1, 1900.	250,000 00
First mortgage San Pablo and Tulare R. R. Co.....	April 1, 1878.	April 1, 1908.	3,750,000 00
First mortgage Los Angeles and San Diego R. R. Co.....	July 1, 1880.	July 1, 1910.	2,800,000 00
Totals.....			\$100,830,000 00

Amount Issued and Now Outstanding.	Cash Realized on the Amount Outstanding.	Interest.			
		Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
\$13,921,500 00	\$13,921,500 00	6 per cent...	April 1-Oct. 1.	\$1,958,826 61	\$1,946,316 61
4,843,000 00	4,843,000 00	6 per cent...	April 1-Oct. 1.		
4,451,000 00	4,451,000 00	6 per cent...	April 1-Oct. 1.		
4,304,000 00	4,304,000 00	6 per cent...	April 1-Oct. 1.		
3,584,000 00	3,584,000 00	6 per cent...	April 1-Oct. 1.		
2,229,000 00	2,229,000 00	6 per cent...	April 1-Oct. 1.		
\$33,332,500 00	\$33,332,500 00			\$1,958,826 61	\$1,946,316 61
3,744,000 00	3,744,000 00	5 per cent...	April 1-Oct. 1.	46,175 00	none.
3,145,000 00	3,145,000 00	6 per cent...	April 1-Oct. 1.	186,420 00	183,960 00
500,000 00	500,000 00	5 per cent...	Jan. 1-July 1.	25,000 00	24,512 50
530,000 00	530,000 00	6 per cent...	Jan. 1-July 1.	31,800 00	31,800 00
220,000 00	220,000 00	5 per cent...	April 1-Oct. 1.	11,000 00	11,000 00
1,023,000 00	1,023,000 00	6 per cent...	April 1-Oct. 1.	61,380 00	61,380 00
556,000 00	556,000 00	6 per cent...	Jan. 1-July 1.	33,360 00	33,360 00
\$43,050,500 00	\$43,050,500 00			\$2,353,961 61	\$2,292,329 11

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
First mortgage Southern Pacific Railroad Company 30 years 6 per cent bonds *	San Francisco...	Tres Pinos	100.49
	Huron	Colorado River at Yuma	528.56
	Los Angeles	San Pedro	24.65
	Carnadus	San Miguel	125.99
	Mojave	Needles	242.51
	Huron	Alcalde	20.56
	Tres Pinos	Alcalde and branches	108.20
	San Miguel	Lerdo	98.87
	Hillsdale	Almaden	7.71
	Monterey	Pacific Grove and Carmel River	16.00
First mortgage Southern Pacific Railroad Company 50 years 5 per cent bonds †	Tracy	Newman	37.31
	Newman	Pampa	222.69
	Avon	Pleasanton	35.00
	Oakdale	Poso	200.00
	Branches	Modesto, Merced }	62.00
	Sycamore	Fresno, Tulare }	25.00
	Buenda	Perrys Ranch	18.83
	Los Angeles	Santa Monica	18.83
	Long Beach	Whittier and Raymond	30.00
	Los Angeles	El Monte, etc.	30.00
	Thenard	Long Beach	4.02
	San Pedro	Fermin	5.00
	Ramon	Crafton	71.00
	Pajaro	Santa Cruz	21.20
	Aptos	Monte Vista	6.77
First mortgage Pajaro and Santa Cruz Railroad Company 30 years 6 per cent bonds ‡	Castroville	Monterey	15.12
First mortgage Monterey Railroad Company 20 years 5 per cent bonds ‡	Martinez	Tracy	46.52
First mortgage San Pablo and Tulare Railroad Company 30 years 6 per cent bonds ‡	Los Angeles	San Diego	140.00
First mortgage Los Angeles and San Diego Railroad Company 30 years 6 per cent bonds ‡	San Miguel	Saugus	250.00
Southern Pacific Branch Railway Company 50 years 6 per cent bonds ‡	Stockton	Milton	25.82
Stockton and Copperopolis Railroad Company 30 years 5 per cent bonds §	Peters	Oakdale	18.93

All equipment mortgage.

* Sinking fund—\$100,000 per year; commenced 1882; also gross receipts from sale of land.

† Sinking fund commences 1898, \$20,000 per year.

‡ These bonds to be called, and new Southern Pacific Railroad 50 years 5 per cent bonds issued in exchange therefor.

§ Sinking fund—\$50,000 per year; commences 1897.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Miscellaneous	\$2,074,841 68	Cash	\$190,385 69
		Bills receivable	500 00
		Other cash assets	39,028 89
		Balance—floating debt	1,844,927 10
Total	\$2,074,841 68	Total	\$2,074,841 68

Matured interest coupons unpaid, including coupons due December 31, are paid by lessee.

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$59,298,800 00
Funded debt	43,050,500 00
Floating debt—balance of	1,844,927 10
Total	\$104,194,227 10

As the first mortgage bonds are a lien upon the lands granted by the United States Government, the amount of bonds per mile of road cannot be stated accurately, the amount constantly varying.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the year not included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Right of way	\$2,580 90		\$2,580 90
Other real estate	5,503 90	\$2,400 00	3,103 90
Fences	6,699 45	25 00	6,674 45
Grading and bridge and culvert masonry	8,190 31		8,190 31
Bridges and trestles	4 183 87		4,183 87
Other superstructure	1,270 45		1,270 45
Buildings, furniture, and fixtures	115,236 30	18,212 15	97,024 15
Shop machinery and tools	24,108 41		24,108 41
Telegraph line	270 00		270 00
Sidings and yard extensions	215,655 90	5,762 59	209,893 31
Terminal facilities and elevators	2,335 46		2,335 46
Road built by contract	*9,950,069 19		9,950,069 19
Purchase of constructed road	*13,638,921 79		13,638,921 79
Other items	*8,442 22	9,759 51	1,317 29
Total construction	\$23,983,468 15	\$36,159 25	\$23,947,308 90
Equipment:			
Locomotives	314,702 37		314,702 37
Passenger cars	210,972 65		210,972 65
Sleeping, parlor, and dining cars	547,006 01		547,006 01
Baggage, express, and postal cars	47,532 35		47,532 35
Freight cars	866,667 13		866,667 13
Other cars of all classes	64,102 27		64,102 27
Total equipment	\$2,050,982 78		\$2,050,982 78
Grand total construction and equipment	\$26,034,450 93	\$36,159 25	\$25,998,291 68

* Less paid by Southern Pacific Company under old lease.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Grand total cost construction and equipment	\$84,389,933 83	\$25,998,291 68	\$110,388,225 51	\$72,789 33

INCOME ACCOUNT.

(Reported by Southern Pacific Company, lessee.)

INCOME ACCOUNT.—(For roads under lease only.)

Income from lease of road.....	\$493,010 23	
Miscellaneous income, less expense.....	194,016 36	
From land sales, \$623,340 57; less premium on bonds re- deemed, \$113,418 39.....	509,922 18	
Interest earned on sinking fund investments.....	23,007 20	
Total income.....		\$1,218,955 97
Salaries and maintenance of organization.....	\$79,254 56	
Interest on funded debt (consolidated roads).....	103,670 00	
Taxes (on granted lands).....	4,194 61	
Other expenditures—income applicable to redemption of b'ds	509,920 18	
Income for sinking fund.....	123,007 20	
Total.....		820,048 55
Net income.....		\$399,907 42
Dividend No. 9, San Pablo and Tulare Railroad Co.....		111,660 00
Surplus on December 31, 1888.....		\$288,247 42
Deficit on December 31, 1887.....	\$146,441 76	
Less from consolidated companies for net profit prior to 1888	75,692 75	
		70,749 01
Net surplus on December 31, 1888.....		\$217,498 41

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road and equip- ment.....	\$110,388,225 51	Capital stock.....		\$59,292,800 00
Bills received on land sales.....	3,185,340 52	Funded debt.....		43,050,500 00
Other assets:		Floating debt.....		1,844,927 10
Sinking funds.....	394,569 43	Accrued interest on funded debt not yet payable (payable by lessee).		
Land trust fund.....	203,396 81	Income:		
		Used for redemption of bonds S. P. R. R. Co....		5,952,500 00
		Used for redemption of bonds Monterey R. R. Co.....		30,000 00
		Used for sinking funds..		394,569 43
		From land sales (notes uncollected).....		3,185,340 52
		From funds to credit of Trustees.....		203,396 81
		General income—available surplus.....		217,498 41
		Profit and loss (see income account above).		
Total.....	\$114,171,532 27	Total.....		\$114,171,532 27

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from other rail-road sources.....	\$493,010 23	Interest on funded debt paid consolidated companies.....	\$103,670 00
Net amount realized from stock issued.....	13,298,000 00	Other interest paid.....	6,075 77
Net amount realized from 6 per cent bonds issued.....	1,803,000 00	Taxes (on granted lands).....	4,194 61
Net amount realized from 5 per cent bonds issued.....	3,744,000 00	Dividends, S. P. & T. R. R. Co.....	111,660 00
Net amount realized from bonds consolidated roads.....	5,974,000 00	Reduction of funded debt.....	902,000 00
Net amount from sale of lands.....	509,922 18	Sinking fund S. P. R. R. Co.....	112,490 00
Increased liabilities to S. P. Co.....	1,092,576 91	Sinking fund S. P. & T. R. R. Co.....	80,079 43
Interest from sinking funds.....	23,007 20	Permanent improvements, equipment, constructing new road.....	25,998,291 68
Premium on bonds sold.....	131,250 00	Increase of cash assets.....	77,182 12
Other accounts.....	62,766 36	Increase of other assets.....	353,242 71
Consolidated companies (prior to 1888).....	75,692 75	Salaries and maintenance of organization.....	73,178 79
Sinking fund uninvested.....	123,199 43	Land trust fund, etc.....	164,561 70
Income:		Income:	
From bonds redeemed S. P. R. R. Co.....	902,000 00	Applicable to redemption of bonds.....	509,922 18
From bonds redeemed Monterey R. R. Co.....	30,000 00	For sinking fund of company.....	123,007 20
From sinking fund S. P. R. R. Co.....	112,490 00		
From sinking fund S. P. & T. R. R. Co.....	80,079 43		
From land sales.....	164,561 70		
Total.....	\$28,619,556 19	Total.....	\$28,619,556 19

EARNINGS FROM OPERATION.

(Reported by Southern Pacific Company, lessee.)

OPERATING EXPENSES.

(Reported by Southern Pacific Company, lessee.)

RENTALS PAID.

(Reported by Southern Pacific Company, lessee.)

IMPORTANT CHANGES DURING THE YEAR.

Extension of Road Put in Operation.

Thenard to Long Beach.....	4.023 miles.
Aptos to Monte Vista (extension).....	1.767 miles.
Studebaker to Whittier.....	5.914 miles.
Tracy to Newman.....	37.305 miles.
Fresno (via Sanger) to Porterville.....	102.275 miles.
Huron to Alcaide.....	20.559 miles.
Miraflores to Tustin.....	11.703 miles.

Consolidations and Reorganizations Effected.

Companies Consolidated into Southern Pacific Railroad Company.	From—	To—	Miles Proposed.	Miles Built.
San José and Almaden R. R. Co.	Hillsdale	Almaden	7.80	7.80
Pajaro and Santa Cruz R. R. Co.	{ Pajaro	Santa Cruz	21.20	21.20
Monterey R. R. Co.	{ Aptos	Monte Vista	5.00	5.00
Monterey Extension R. R. Co.	Castroville	Monterey	15.12	15.12
Southern Pacific Branch R. R. Co.	Monterey	Pacific Grove and Carmel River	16.00	-----
San Pablo and Tulare R. R. Co.	San Miguel	Newhall	250.00	105.30
San Pablo and Tulare Extension R. R. Co.	Martinez	Tracy	47.58	46.50
San Ramon Valley R. R. Co.	Tracy	Pampa	260.00	-----
Stockton and Copperopolis R. R. Co.	Avon	Pleasanton	35.00	-----
	{ Stockton	Milton	44.37	44.37
	{ Peters	Oakdale	-----	-----
Stockton and Tulare R. R. Co.	Oakdale and branches	{ Poso	200.00	-----
		Modesto	16.00	-----
		Merced	10.00	-----
		Sycamore	10.00	-----
		Fresno	10.00	-----
		Tulare	16.00	-----
San Joaquin Valley and Yosemite R. R. Co.	Berenda	Perry's Ranch	25.00	-----
Los Angeles and San Diego R. R. Co.	Los Angeles	San Diego	140.00	27.82
Los Angeles and Independence R. R. Co.	Los Angeles	Santa Monica	18.50	16.80
Long Beach, Whittier, and Los Angeles County R. R. Co.	{ Long Beach	Whittier, Ramona	30.00	-----
	{ Los Angeles	San Dimas Creek	30.00	5.91
Long Beach R. R. Co.	Long Beach Junct.	Rancho Los Cirritos	4.00	4.00
S. P. R. R. Extension Co.	Wilmington	Point Firmon	5.00	-----
Ramon and San Bernardino R. R. Co.	Ramona	Crafton	71.00	-----
Companies Consolidated into Southern Pacific Railroad Company.		Capital Stock.	Bonds.	
San José and Almaden R. R. Co.	-----	\$100,000 00	-----	-----
Pajaro and Santa Cruz R. R. Co.	-----	650,000 00	\$530,000 00	-----
Monterey R. R. Co.	-----	250,000 00	225,000 00	-----
Monterey Extension R. R. Co.	-----	1,600 00	-----	-----
Southern Pacific Branch R. R. Co.	-----	3,170,000 00	3,145,000 00	-----
San Pablo and Tulare R. R. Co.	-----	1,861,000 00	1,023,000 00	-----
San Pablo and Tulare Extension R. R. Co.	-----	26,000 00	-----	-----
San Ramon Valley R. R. Co.	-----	3,500 00	-----	-----
Stockton and Copperopolis R. R. Co.	-----	234,500 00	500,000 00	-----
Stockton and Tulare R. R. Co.	-----	26,200 00	-----	-----
San Joaquin Valley and Yosemite R. R. Co.	-----	2,500 00	-----	-----
Los Angeles and San Diego R. R. Co.	-----	570,800 00	556,000 00	-----
Los Angeles and Independence R. R. Co.	-----	502,500 00	-----	-----
Long Beach, Whittier, and Los Angeles County R. R. Co.	-----	6,000 00	-----	-----
Long Beach R. R. Co.	-----	100,000 00	-----	-----
S. P. R. R. Extension Co.	-----	500 00	-----	-----
Ramon and San Bernardino R. R. Co.	-----	7,100 00	-----	-----
Totals	-----	\$7,512,200 00	\$5,979,000 00	-----

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

New Mortgages Issued August 25, 1888.

Covering consolidated and newly built lines. The 50 years 5 per cent bonds covered by this mortgage are a lien, subject to its existing prior mortgages, on all the railroad, rolling stock, and property now owned, or which may hereafter be constructed, by the consolidated company, excepting the line from Mojave to The Needles; also, upon the lands granted by the United States.

New Stock Issued.

For consolidated companies.....	\$7,512,200 00
For constructed road.....	5,785,800 00
Total.....	\$13,298,000 00

CONTRACTS, AGREEMENTS, ETC.

(Reported by Southern Pacific Company, lessee.)

EMPLOYÉS AND SALARIES.

(Reported by Southern Pacific Company, lessee.)

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

(Reported by Southern Pacific Company, lessee.)

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF EQUIPMENT.

(Reported by Southern Pacific Company, lessee.)

MILEAGE OF ROAD OPERATED.

(Reported by Southern Pacific Company, lessee.)

CONSUMPTION OF FUEL BY LOCOMOTIVES.

(Reported by Southern Pacific Company, lessee.)

ACCIDENTS.

(Reported by Southern Pacific Company, lessee.)

CHARACTERISTICS OF ROAD.

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Francisco to Menlo Park.....	Oct. 17, 1863.
From San Francisco to San José.....	Jan. 16, 1864.
From San Francisco to Perrys.....	Jan. 11, 1869.
From San Francisco to Gilroy.....	Mar. 13, 1869.
From San Francisco to Pajaro.....	Nov. 27, 1871.
From San Francisco to Salinas.....	Nov. 1, 1872.
From San Francisco to Soledad.....	Aug. 12, 1873.
From Carnadero to Hollister.....	July 31, 1870.
From Carnadero to Tres Pinos.....	Aug. 12, 1873.
Southerly from Soledad to Kings.....	July 20, 1886.
From Soledad to San Ardo.....	Aug. 20, 1886.
From Soledad to San Miguel.....	Oct. 18, 1886.
From Soledad to Paso Robles.....	Oct. 31, 1886.
From Soledad to Templeton.....	Nov. 16, 1886.

DESCRIPTION OF ROAD—Continued.

	Date of Opening.
Westerly from Saugus to Santa Paula.....	Feb. 8, 1887.
From Saugus to San Buenaventura.....	May 18, 1887.
From Saugus to Carpinteria.....	July 1, 1887.
From Saugus to Santa Barbara.....	Aug. 19, 1887.
From Saugus to Elwood.....	Dec. 21, 1887.
From Alcalde to Huron.....	July 14, 1888.
From Huron to Goshen.....	Feb. 1, 1877.
From Goshen to Tipton.....	July 25, 1872.
From Goshen to Delano.....	July 14, 1873.
From Goshen to ten miles south of Lerdo.....	Aug. 1, 1874.
From Goshen to Sururer.....	Oct. 28, 1874.
From Goshen to Caliente.....	April 26, 1875.
From Goshen to Keenes.....	May 26, 1876.
From Goshen to Mojave.....	Aug. 9, 1876.
From Goshen to Tunnel.....	Sept. 6, 1876.
From Tunnel to San Fernando.....	Jan. 1, 1876.
From San Fernando to Los Angeles.....	April 15, 1874.
From San Fernando to Spadra.....	April 15, 1874.
From San Fernando to Colton.....	July 16, 1875.
From San Fernando to Indio.....	Mar. 29, 1876.
From Indio to Dos Palms.....	Mar. 8, 1876.
From Indio to Pilot Knob.....	April 29, 1877.
From Indio to Colorado River near Yuma.....	May 23, 1877.
From Mojave to Calico.....	Nov. 15, 1882.
From Mojave to Amboy.....	Feb. 12, 1883.
From Mojave to Goffs.....	Mar. 19, 1883.
From Mojave to Needles.....	July 1, 1883.
From Mojave to Junction with A. & P. R. R. Co.....	Aug. 9, 1883.
From Los Angeles to Wilmington.....	Oct. 26, 1869.
From Los Angeles to San Pedro.....	Aug. 15, 1882.
From Hillsdale to Almaden.....	Nov. 16, 1896.
From Pajaro to Santa Cruz.....	June 4, 1881.
From (Branch) Aptos to Monte Vista.....	May 14, 1888.
From Castroville to Bardius.....	Jan. 11, 1880.
From Castroville to Monterey.....	Sept. 12, 1881.
From Martinez to Tracy.....	Sept. 3, 1878.
From Martinez to Newman.....	July 1, 1888.
From Fresno to Porterville.....	July 1, 1888.
From Berenda to Raymond.....	May 1, 1896.
From Florence to Nietos.....	April 15, 1874.
From Florence to Anaheim.....	Jan. 14, 1875.
From Florence to Santa Ana.....	Dec. 17, 1877.
From Miraflores to Tustin.....	Sept. 15, 1888.
From Los Angeles to Santa Monica.....	Dec. —, 1875.
From Studebaker to Whittier.....	Mar. 16, 1888.
From Thenard to Long Beach.....	Feb. 20, 1888.
From Stockton to Milton.....	Feb. —, 1871.
From Peters to Oakdale.....	Feb. —, 1871.

TABLE B—OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Acres per Mile.	Number of Miles.
Southern Pacific of California	12,800	942

On account of conflicting and overlapping grants, adverse claims, arbitrary restrictions, and desert lands not worth the cost of surveying, it is impossible to state the quantity of lands that will inure to the Southern Pacific Railroad Company, or the estimated value.

TABLE C.—LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.
State of California.....	Half interest in sixty acres of land at Mission Bay, San Francisco, with improvements.
City of Los Angeles	Nineteen acres of land in the City of Los Angeles, with improvements.

Right of way included in contract for construction of road.

APPLICATION OF AMOUNT PLACED IN HANDS OF TRUSTEES FOR REDEMPTION OF BONDS.
(To be Stated in Coin.)

	Bonds Redeemed.			Total Received by Trustees.
	Number.	Amount.	Cost.	
To December 31, 1887.....	4,990	\$4,638,500 00	\$4,740,449 01	\$5,297,088 53
During year.....	906	902,000 00	1,015,418 39	662,175 68
Total.....	5,896	\$5,540,500 00	\$5,755,867 40	\$5,959,264 21
Total net receipts as above stated				\$5,959,264 21

	Balance on Hand.	Premium on Bonds Redeemed.
To December 31, 1887	\$556,639 52	\$101,949 01
During year	353,242 71	113,418 39
Total	\$203,396 81	\$215,367 40

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Charles F. Crocker, President of the Southern Pacific Railroad Company, and Frederick Madge, Secretary pro tem. of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing sheets, have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

CHAS. F. CROCKER.
FRED. MADGE.

Subscribed and sworn to before me, this first day of July, 1889.

E. B. RYAN,
Notary Public.

ATLANTIC AND PACIFIC RAILROAD COMPANY.

ALBUQUERQUE, NEW MEXICO, July 16, 1889.

To the honorable Board of Railroad Commissioners of the State of California:

GENTLEMEN: Pursuant to the understanding reached at a conference between the honorable Board and myself on the tenth day of February, 1887, I have the honor to submit attached hereto, a report of the Atlantic and Pacific Railroad Company, relative to its property and operations in the State of California for the year ending December 31, 1888, which I have had compiled as nearly as possible in the form prescribed by your Board, from the report made by our company to the Secretary of the Interior of the United States, as provided for in the Act incorporating said company.

In submitting this report I desire again to call your attention to the position assumed by this company, which is, that being a Federal corporation, created by the supreme legislative authority of the nation, and being by that Act constituted a Federal agency, fully empowered to fix and determine our own rate of fares and freights, and being required to make an annual report to the honorable Secretary of the Interior of the United States, according to a form prescribed by his department, we do not believe that we could be lawfully required or legally compelled to make any report to your honorable Board, but, being willing and anxious to aid you, so far as may be, in the performance of your duties, we take pleasure in handing you as full a report as can conveniently be compiled from the one furnished the Secretary of the Interior, as aforesaid, hoping and believing it will give you generally such information as you may require, at the same time protesting that, in making this report, we do not do so under compulsion, but voluntarily, not intending thereby to waive any rights the Atlantic and Pacific Railroad Company has or may have under its Federal charter or otherwise, but hereby expressly reserving to it every right and immunity from State control or otherwise, it may have as a national corporation, Federal agency, and interstate railroad.

Respectfully submitted.

WILLIAM C. HAZLEDINE,
Solicitor.

HISTORY.

1. Name of common carrier making this report: Atlantic and Pacific Railroad Company.
2. Date of organization: July 27, 1866.
3. Act of Congress, approved July 27, 1866; Section 14, United States Statutes at Large, page 292.

STATEMENT.

The line of railroad owned by this company in California was acquired by virtue of a contract of lease and purchase entered into with the Southern Pacific Railroad on August 20, 1884, the Atlantic and Pacific Company having bought two hundred and forty-two miles of road, constructed by the Southern Pacific Company from Needles to Mojave, for the stipulated price of \$30,000 per mile, or a total sum of \$7,271,100. But as the Southern Pacific Company was unable to make a clear title to the property, because of a subsisting first mortgage lien, and other incumbrances, this company pays interest at the rate of 6 per cent per annum on said purchase price, or \$436,266 per annum for the use of said line, until said Southern Pacific Company is able to make a good and sufficient deed therefor.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Edward F. Winslow	New York	Until election of successor.
Jesse Seligman	New York	Until election of successor.
Wm. F. Buckley	New York	Until election of successor.
Walter L. Frost	Boston	Until election of successor.
Byce Gray	New York	Until election of successor.
Edward H. Pardee	New York	Until election of successor.
Wm. B. Strong	Chicago	Until election of successor.
B. P. Cheney	Boston	Until election of successor.
George C. Magour	Boston	Until election of successor.
Jno. J. McCook	Boston	Until election of successor.
Allen Speare	Boston	Until election of successor.
Levi C. Wade	Boston	Until election of successor.
James A. Williamson	New York	Until election of successor.

Last meeting of stockholders for election of Directors: May 31, 1889.

Post Office address of general eastern office: No. 45 Broadway, New York.

Post Office address of general western operating office: Albuquerque, New Mexico.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President.....	J. A. Williamson	45 Broadway, N. Y.
Vice-President.....	E. F. Winslow	45 Broadway, N. Y.
Vice-President.....	W. B. Strong	45 Broadway, N. Y.
Secretary and Treasurer.....	H. W. Gardiner	45 Broadway, N. Y.
Cashier.....	C. E. Crary	Albuquerque.
Chief Engineer.....	S. W. Rowe	Albuquerque.
General Solicitor.....	J. A. Williamson	45 Broadway, N. Y.
Solicitor.....	W. C. Hazledine.....	Albuquerque.
Auditor.....	F. E. Hancock	45 Broadway, N. Y.
Local Auditor.....	W. W. Pope	Albuquerque.
General Manager.....	D. B. Dobinson	Albuquerque.
Traffic Manager.....	W. F. White	Chicago.
Superintendent of Transportation.....	Andrew Smith	Albuquerque.
General Passenger, Ticket, and Freight Agent.....	W. A. Bissell	San Francisco.
Assistant General Passenger, Ticket, and Freight Agent.....	R. M. Bacheller	Albuquerque.
General Baggage Agent.....	P. Walsh	Topeka, Kan.
Land Commissioner.....	J. A. Williamson	Albuquerque.
Superintendent Arizona Division.....	J. O. Dodge	Winslow, A. T.
Superintendent California Division.....	A. M. Beal	Needles, Cal.
Superintendent Road Department.....	F. E. Nelson	Williams, A. T.

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
Atlantic and Pacific Railroad.....	West bank Colorado River.	Mojave..	California Division..	243

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year.		Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
	Not Included in Operating Expenses.	Total Expenditures.		
Construction:				
Fences	\$8 82	\$8 82	-----	\$8 82
Grading and bridge and culvert masonry	360 08	360 08	-----	360 08
Bridges and trestles	15 90	15 90	-----	15 90
Ties	112 80	-----	112 80	112 80
Buildings, furniture, and fixtures	5,713 08	5,713 08	-----	5,713 08
Shop machinery and tools	2,664 92	2,664 92	-----	2,664 92
Engineering expenses	54 54	-----	54 54	54 54
Sidings and yard extensions	239 21	239 21	-----	239 21
Other items	1,670 91	1,670 91	-----	1,670 91
Total construction	\$10,505 58	\$10,672 92	\$167 34	\$10,505 58
Equipment:				
Locomotives	\$3,568 73	\$3,568 73	-----	\$3,568 73
Passenger cars	2,243 10	2,243 10	-----	2,243 10
Sleeping, parlor, dining cars				
Baggage, express, postal cars				
Combination cars				
Freight cars				
Other cars of all classes	-----	-----	-----	-----
Floating equipment				
Total equipment	\$5,811 83	\$5,811 83	-----	\$5,811 83
Grand total construction and equipment	\$16,317 41	\$16,484 75	\$167 34	\$16,317 41

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.
Construction:			
Fences	\$367 98	\$8 82	\$376 80
Grading and bridge and culvert masonry	137 70	360 08	497 78
Bridges and trestles	3,537 02	15 90	3,552 92
Rails	2,968 97	-----	2,968 97
Ties	430 85	112 80	318 05
Buildings, furniture, and fixtures	12,381 43	5,713 08	18,094 51
Shop machinery and tools	1,148 26	2,664 92	3,813 18
Engineering expenses	1,564 20	54 54	1,509 66
Sidings and yard extensions	5,502 63	239 21	5,741 84
Other items	8,008 31	1,670 91	9,679 22
Total construction	\$36,047 35	\$10,505 58	\$46,552 93
Equipment:			
Locomotives	2,096 30	3,568 73	5,665 03
Passenger cars	5,004 26	2,243 10	7,247 36
Sleeping, parlor, and dining cars			
Baggage, express, and postal cars			
Combination cars			
Freight cars			
Other cars of all classes	-----	-----	-----
Floating equipment			
Total equipment	\$7,100 56	\$5,811 83	\$12,912 39
Grand total cost construction and equipment	\$43,147 91	\$16,317 41	\$59,465 32

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue.....	\$235,936 89	
Total passenger revenue.....		\$235,936 89
Mail.....		24,908 42
Express.....		38,652 86
Extra baggage and storage, included in passenger revenue.		
Total passenger earnings.....		\$299,498 17
Freight revenue.....	\$523,542 18	
Total freight revenue.....		523,542 18
Total passenger and freight earnings.....		\$823,040 35
Other earnings from operations.....		2,613 25
Total gross earnings from operation.....		\$825,652 60

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$37,488 06	\$112,464 17	\$149,952 23
Renewals of rails.....	14,423 90	43,271 69	57,695 59
Renewals of ties.....	60,397 45	181,192 35	241,589 80
Repairs of bridges and culverts.....	12,685 22	38,055 68	50,740 90
Repairs of fences, road-crossings, signs, and cattle guards.....	36 75	110 23	146 98
Repairs of buildings.....	4,447 51	13,342 53	17,790 04
Repairs of telegraph.....	133 62	415 87	554 49
Other expenses.....	130 27	390 81	521 08
Totals.....	\$129,487 24	\$388,461 71	\$517,948 95
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$15,121 48	\$45,364 44	\$60,485 92
Repairs and renewals of passenger cars.....	1,810 88	5,432 64	7,243 52
Repairs and renewals of freight cars.....	8,176 46	24,529 39	32,705 85
Other expenses.....	2,398 14	7,194 42	9,592 56
Totals.....	\$27,506 96	\$82,520 89	\$110,027 85
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen.....	\$13,392 99	\$40,178 98	\$53,571 97
Fuel for locomotives.....	15,575 83	46,727 48	62,303 31
Water supply for locomotives.....	6,133 54	18,400 64	24,534 18
All other supplies for locomotives.....	4,551 09	13,653 26	18,204 35
Wages for other trainmen.....	11,737 27	35,211 89	46,949 18
All other train supplies.....	2,821 25	8,463 74	11,284 99
Wages of switchmen, flagmen, and watchmen.....	4,356 83	13,070 48	17,427 31
Expenses of telegraph, including train dis- patchers and operators.....	3,135 19	9,405 56	12,540 75
Wages of station agents, clerks, and laborers.....	3,678 79	11,036 36	14,715 15
Station supplies.....	398 71	1,196 10	1,594 81
Car mileage—balances.....	12,321 58	36,964 73	49,286 31
Loss and damage.....	2,218 38	6,655 13	8,873 51
Injuries to persons.....	1,269 63	3,808 87	5,078 50
Other expenses.....	4,968 05	14,904 13	19,872 18
Totals.....	\$86,559 15	\$259,677 35	\$346,236 50

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General expenses:			
Salaries of officers	\$1,115 61	\$3,346 82	\$4,462 43
Salaries of clerks	445 08	1,335 26	1,780 34
General office expenses and supplies	829 90	2,489 70	3,319 60
Agencies, including salaries and rent	1,875 63	5,620 89	7,502 52
Advertising	183 45	550 34	733 79
Insurance	426 69	1,280 07	1,706 76
Expenses of fast freight lines	600 11	1,800 34	2,400 45
Legal expenses	1,530 78	4,592 35	6,123 13
Stationery and printing	641 26	1,923 79	2,565 05
Other general expenses	216 75	650 27	867 02
.....	8,111 31	24,333 96	32,445 27
Totals	\$15,976 57	\$47,929 79	\$63,906 36
Recapitulation of expenses:			
Maintenance of way and structures	\$129,487 24	\$388,461 71	\$517,948 75
Maintenance of equipment	27,506 98	82,520 89	110,027 85
Conducting transportation	86,559 15	259,677 35	346,236 50
General expenses	15,976 57	47,929 79	63,906 36
Grand totals	\$259,529 92	\$778,589 74	\$1,038,119 66
Percentage of operating expenses to earnings			126

EMPLOYÉS AND SALARIES.

Class.	Number.
Total number of employés in California	920

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue, and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	73,663	
Number of passengers carried one mile	13,237,351	
Average distance carried—miles	180	
Total passenger revenue		\$235,936 89
Amount received from each passenger		3 23
Average receipts per passenger per mile		01.78
Cost of carrying each passenger one mile		02.24
Passenger earnings per mile of road		970 93
Passenger earnings per train mile		1 19
Freight traffic:		
Number of tons carried of freight earning revenue	236 922	
Number of tons carried one mile	45,433,861	
Average distance haul of one ton—miles	192	
Total freight revenue		523,542 18
Amount received for each ton of freight		2 21
Average receipts per ton per mile		01.15
Cost of carrying one ton one mile		01.45
Freight earnings per mile of road		2,154 49
Freight earnings per train mile—north or east		
Freight earnings per train mile—south or west		1 33
Passenger and freight:		
Passenger and freight earnings		759,479 07
Passenger and freight earnings per mile of road		3,125 42
Expense per mile of road		4,272 10
Total earnings per mile of road, including mails, ex- press, etc.		3,397 75

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Train mileage:		
Miles run by passenger trains.....	198,276	
Miles run by freight trains.....	394,146	
Total mileage trains earning revenue.....	592,422	
Miles run by construction and other trains.....	2,999	
Total train mileage.....	595,421	
Mileage of loaded freight cars—north or east.....	1,922,388	
Mileage of loaded freight cars—south or west.....	3,464,496	
Mileage of empty freight cars—north or east.....	1,610,063	
Mileage of empty freight cars—south or west.....	298,998	
Average number of freight cars in train.....	20.52	
Average number of loaded cars in train.....	13.75	
Average number of empty cars in train.....	6.77	
Average number of tons of freight in train.....	206.75	
Average number of tons of freight in each loaded car....	15.00	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight origi- nating on this Road. Whole Tons.	Freight Received from Connecting Roads and other Carriers. Whole Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of agriculture:				
Grain.....	31	5,887	5,918	2.50
Flour.....	16	3,187	3,203	1.35
Other mill products.....				
Hay.....	21	1,594	1,615	.68
Cotton.....		12	12	
Fruit and vegetables.....	10	10,268	10,278	4.34
Products of animals:				
Live stock.....	163	8,854	9,017	3.81
Dressed meats.....	10	2,246	2,256	.95
Other packing-house products.....				
Poultry, game, and fish.....				
Wool.....		2,583	2,583	1.09
Hides and leather.....	6	984	990	.41
Products of mines:				
Bituminous coal.....	14	52,260	52,274	22.06
Ores.....	806	726	1,532	.65
Stone, sand, and other like articles.....	1	3,286	3,287	1.39
Salt.....		554	554	.23
Products of forest:				
Lumber, shingles, and wood.....	47	13,386	13,433	5.67
Manufactures:				
Petroleum and other oils.....	8	13,595	13,603	5.74
Iron and steel rails.....		6,795	6,795	2.87
Other castings and machinery.....	13	11,281	11,294	4.77
Bar and sheet metal.....		5,259	5,259	2.22
Agricultural implements.....		1,711	1,711	.72
Wagons, carriages, tools, etc.....	3	3,277	3,280	1.39
Wines, liquors, and beers.....	1	7,749	7,750	3.27
Household goods and furniture.....	26	6,166	6,182	2.61
Hardware and cutlery.....	40	5,624	5,664	2.39
Merchandise.....	297	67,951	68,248	28.81
Miscellaneous:				
Other commodities not mentioned above.....		184	184	.08
Total tonnage.....	1,513	235,409	236,922	100.00

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.	Cars Fitted with Automatic Coupler.
Locomotives:		
Passenger	15	-----
Freight		-----
Switching		-----
Total	15	-----
Cars in passenger service:		
First-class passenger cars	3	3
Baggage, express, and postal cars	3	3
Total	6	6
Cars in freight service:		
Box cars	73	15
Flat cars	159	-----
Stock cars	23	-----
Coal cars	98	-----
Tank cars	28	-----
Refrigerator cars	8	-----
Total	389	15

MILEAGE OF ROAD OPERATED IN CALIFORNIA.

Line in Use.	Main Line.	Total Mileage.
Length of single track	243	243

RENEWALS OF RAILS AND TIES.

New rails laid during the year, steel, 920.64 tons.

Average price of rails at distributing point, steel, \$100 73 per ton.

New ties laid during year, wood, 378,422; average price at distributing point, 58.99 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	35,817.1306	96 $\frac{1}{4}$	35,865.1490	741,436	90.34
Freight					118.14
Switching					27.47
Construction					61.98
Average cost at distributing point..	\$1 81 per ton.	\$1 00 per cord.	\$1 81 per ton.		

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	-----	1	1	Coupling cars	-----	2	2
Employés	3	5	8	Other causes	3	4	7
Totals	3	6	9	Totals	3	6	9

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles	Length of Straight Track—Miles
Needles to Mojave	240.9	208	46.3	194.6

Working Divisions or Branches.	Profile.						
	Length of Level Track —Miles	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents— Feet	Aggregate Length of Ascending Grades—Miles	Number	Sum of Descents— Feet	Aggregate Length of Descending Grades—Miles
Needles to Mojave	19.3	381	5,276.1	135.4	170	301.5	86.2

Bridges:

Stone, none; iron, none; wooden, 627.

Trestles:

Aggregate length, 23,690 feet.

Telegraph:

Owned by this company, 243 miles of line; owned by this company, 486 miles of wire; number of stations on all roads operated by this company in California, 26.

TERRITORY OF NEW MEXICO, } ss.
County of Bernalillo. }

Wm. C. Hazledine, Solicitor for the Western Division of the Atlantic and Pacific Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888, as the same are shown by report to the Secretary of the Interior.

WM. C. HAZLEDINE.

Subscribed and sworn to before me, this sixteenth day of July, 1889.

KARL A. SNYDER,
United States Commissioner, Territory of New Mexico.

CALIFORNIA CENTRAL RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: California Central Railway Company.
2. Date of organization: May 20, 1887.
3. Organized under the general statutes of California.
4. Formed by consolidation of the following companies, all incorporated under the laws of the State of California:

Name.	Date of Incorporation.
Riverside, Santa Ana, and Los Angeles Railway Company	Sept. 29, 1885.
San Bernardino and Los Angeles Railway Company	Nov. 22, 1886.
San Bernardino Valley Railway Company	Jan. 12, 1887.
San Jacinto Valley Railway Company	Mar. 7, 1887.
Los Angeles and San Gabriel Valley Railroad Company	Sept. 5, 1883.
Los Angeles and Santa Monica Railroad Company	Jan. 6, 1886.
San Bernardino and San Diego Railway Company	Nov. 20, 1886.
San Diego Central Railroad Company	Nov. 8, 1886.

5. Date of consolidation: May 20, 1887.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George O. Manchester	Boston, Mass.	May 16, 1889.
C. W. Smith	Boston, Mass.	May 16, 1889.
H. L. Drew	San Bernardino, Cal.	May 16, 1889.
J. F. Crank	Los Angeles, Cal.	May 16, 1889.
A. W. Francisco	Los Angeles, Cal.	May 16, 1889.
R. Eagan	San Juan Capistrano, Cal.	May 16, 1889.
Anson Braunson	Los Angeles, Cal.	May 16, 1889.
George H. Bonebrake	Los Angeles, Cal.	May 16, 1889.
E. S. Babcock, Jr.	San Diego, Cal.	May 16, 1889.
O. J. Stough	San Diego, Cal.	May 16, 1889.
Charles Prager	Los Angeles, Cal.	May 16, 1889.

Number of stockholders at date of last election: 12.

Last meeting of stockholders for election of Directors: May 17, 1888.

Post Office address of general office: Los Angeles, Cal., and Boston, Mass.

Post Office address of operating office: Los Angeles, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. O. Manchester	Boston, Mass.
Vice-President	C. W. Smith	Boston, Mass.
Secretary	Herman Silver	Los Angeles, Cal.
Treasurer	Herman Silver	Los Angeles, Cal.
Assistant Treasurer	Geo. L. Goodwin	Boston, Mass.
Chief Engineer	Fred. T. Perris	San Bernardino, Cal.
Comptroller	John P. Whitehead	Boston, Mass.
General Auditor	Jos. W. Reinhart	Boston, Mass.
Auditor	H. C. Whitehead	Los Angeles, Cal.
General Manager	D. McCool	Los Angeles, Cal.
Traffic Manager	W. F. White	Topeka, Kansas.
Superintendent	G. W. Sanborn	San Bernardino, Cal.
General Passenger Agent	H. B. Wilkins	Los Angeles, Cal.
General Ticket Agent	H. B. Wilkins	Los Angeles, Cal.
General Freight Agent	H. B. Wilkins	Los Angeles, Cal.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

PROPERTY OPERATED.

Name.	Terminals.		Miles.
	From—	To—	
California Central Railway Company	San Bernardino	Los Angeles	66.34
California Central Railway Company	Los Angeles	Los Angeles Junction	83.10
California Central Railway Company	East Riverside	Orange	40.68
California Central Railway Company	Perris	San Jacinto	19.13
California Central Railway Company	Escondido Junction	Escondido	21.23
California Central Railway Company	San Bernardino	Mentone	12.50
California Central Railway Company	Ballona Junction	Port Ballona	15.05
Redondo Beach Railway Company..	*Inglewood	Redondo Beach	10.81
Total .....	.....	.....	269.09

* Operated by California Central Railway Company.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$10,500,000 00	\$6,457,000 00
Manner of Payment for Capital Stock.			Number of Shares.
*Issued for cash—common			14,040
† Issued for construction—common			50,510
Total			64,570

* Issued in exchange for the capital stocks of consolidating companies.

† Issued together with first mortgage bonds for the construction of road.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
	Date of Issue.	When Due.			
First mortgage ...	June 1, 1887.	June 1, 1932.	\$25,000 per mile of road	\$6,457,000 00	\$5,696,430 86
Class of Bond or Obligation.	Interest.				
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.	
First mortgage	6 per cent....	June and Dec.	\$336,540 00	\$336,540 00	

SECURITY FOR FUNDED DEBT.

First mortgage.—All the lines comprising the California Central Railway Company, aggregating 258.28 miles, and all other property real and personal, including equipment and income from same.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts.....	\$103,019 19	Cash.....	\$568,952 63
Wages and salaries.....	34,466 47	Due from agents.....	36,993 29
Net traffic balances due to other companies.....	52,417 91	Due from solvent companies and individuals.....	73,596 05
Due to A. T. and S. F. R. R. Co. for advances, etc.....	810,809 67	Other cash assets.....	2,127 78
Total.....	\$1,000,713 24	Balance—floating debt.....	319,043 49
		Total.....	\$1,000,713 24

Amount of interest and discount paid during year upon floating debt and current liabilities: \$1,074 79.

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$6,457,000 00	258.28	{ \$25,000 00 25,000 00 1,235 26
Funded debt	6,457,000 00		
Floating debt—balance of	319,043 49		
Totals	\$13,233,043 49	258.28	\$51,235 26

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the year not included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Right of way	\$173,473 00		\$173,473 00
Real estate			
Grading and bridge and culvert masonry	164,307 72		164,307 72
Bridges and trestles	217,826 03		217,826 03
Rails	604,676 86		604,676 86
Ties	177,175 54		177,175 54
Buildings, furniture, and fixtures	176,576 80		176,576 80
Shop machinery and tools	5,077 28		5,077 28
Engineering expenses	22,909 37		22,909 37
Interest and discount—account construction	197,220 18		197,220 18
Telegraph line	12,775 56	\$11,805 23	970 33
Wharfing, etc.	13,778 56		13,778 56
Road built by contract—capital stock issued for construction	2,449,000 00		2,449,000 00
Other items	652,430 11		652,430 11
Total construction	\$4,867,227 01	\$11,805 23	\$4,855,421 78
Equipment:			
Locomotives	11,831 85		11,831 85
Passenger cars	6,000 00		6,000 00
Freight cars	830 65		830 65
Other cars of all classes	1,355 58		1,355 58
Floating equipment	22,560 14		22,560 14
Total equipment	\$42,578 22		\$42,578 22
Grand total construction and equipment.....	\$4,909,805 23	\$11,805 23	\$4,898,000 00

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year 1888.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Construction:				
Right of way and other real estate	\$222,896 78	\$173,473 00	\$396,369 78	-----
Grading and bridge and culvert masonry	773,269 75	164,307 72	937,577 47	-----
Bridges and trestles	187,496 81	217,826 03	405,322 84	-----
Rails	1,139,028 73	604,676 86	1,743,705 59	-----
Ties	312,064 68	177,175 54	489,240 22	-----
Buildings, furniture, and fixtures	115,174 91	176,576 80	291,751 71	-----
Shop machinery, tools	1,649 74	5,077 28	6,727 02	-----
Engineering expenses	92,324 87	22,909 37	115,234 24	-----
Interest and discount—account construction	53,097 69	197,220 13	250,317 87	-----
Telegraph line	20,076 46	970 33	21,047 79	-----
Wharfing, etc.	173,739 69	13,778 56	187,518 25	-----
Road built by contract—capital stock issued for construction	2,602,000 00	2,449,000 00	5,051,000 00	-----
Purchase of constructed road—stock issued for capital stock of consolidated companies	1,406,000 00	-----	1,406,000 00	-----
Other items	692,101 78	652,430 11	1,344,531 89	-----
Total construction	\$7,790,921 89	\$4,855,421 78	\$12,646,343 67	\$48,963 70
Equipment:				
Locomotives	126,025 89	11,831 85	137,857 74	-----
Passenger cars	40,900 26	6,000 00	46,900 26	-----
Freight cars	43,620 42	830 65	44,451 07	-----
Other cars of all classes	1,992 64	1,355 58	3,348 22	-----
Floating equipment	12,538 90	22,560 14	35,099 04	-----
Total equipment	\$225,078 11	\$42,578 22	\$267,656 33	\$1,036 30
Grand total cost of construction and equipment	\$8,016,000 00	\$4,898,000 00	\$12,914,000 00	\$50,000 00

STOCKS OWNED.

Name.	Total Par Value.
Precipice Cañon Water Company	\$1,500 00
Marin Railway and Dry Dock Company	12,000 00
	\$13,500 00

INCOME ACCOUNT.

Gross earnings from operation	\$1,089,285 26	
Less operating expenses	927,376 07	
Income from operation		\$161,909 19
Total income		\$161,909 19
Deductions from income:		
Interest on funded debt accrued during year	\$336,540 00	
Interest and discount on floating debt paid during year	1,074 79	
Taxes	29,740 33	
Rentals	86,633 60	
Other deductions—interest on bonds of Redondo Beach Railway Company as rental	9,450 00	
Total deductions from income		463,438 72
Net deficit		\$301,529 53
Surplus on December 31, 1887		2,023 10
Deficit for year ending December 31, 1888		301,529 53

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$12,646,343 67	Capital stock	\$6,457,000 00
Cost of equipment	267,656 33	Funded debt	6,457,000 00
Stocks of other companies owned	12,898 13	Floating debt	319,043 49
Other assets:			
Sinking fund	6,638 96		
Profit and loss:			
Deficit from operation	299,506 43		
	\$13,233,043 49		\$13,233,043 49

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net deficit from operation	\$301,529 53	Interest on funded debt paid	\$336,540 00
Net amount realized from bonds issued	2,251,779 82	Other interest paid	1,074 79
Net increase floating debt	322,232 66	Taxes	29,740 33
		Rentals	86,633 60
		Equipment	42,578 22
		Constructing new road	4,855,121 78
		Securities purchased	2,001 88
		Other expenditures	9,450 00

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger revenue	\$523,426 18	} \$18,796 97	
Tickets redeemed			
Excess fares refunded			
Other repayments			
Total deductions		\$18,796 97	
Total passenger revenue			\$504,629 21
Mail			18,460 90
Express			20,024 38
Extra baggage and storage			5,588 85
Total passenger earnings			\$548,703 34
Freight revenue	\$504,808 27	\$15,880 90	
Overcharged to shippers			
Total deductions		\$15,880 90	
Total freight revenue			\$488,927 37
Other items			11,079 71
Total freight earnings			\$500,007 08
Total passenger and freight earnings			\$1,048,710 42
Other earnings from operations:			
Other sources			\$40,574 84
Total other earnings			\$40,574 84
Total gross earnings from operation			\$1,089,285 26

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$81,018 93	\$42,429 15	\$123,448 08
Renewals of rails	1,367 43	704 43	2,071 86
Renewals of ties	316 66	163 07	479 73
Repairs of bridges and culverts	6,528 53	3,363 19	9,891 72
Repairs of fences, road-crossings, signs, and cattle guards	324 72	167 25	491 97
Repairs of buildings	5,637 66	5,462 28	11,099 94
Repairs of telegraph	7,062 54	3,638 27	10,700 81
Totals	\$102,256 47	\$55,927 64	158,184 11
Maintenance of equipment:			
Repairs and renewals of locomotives	\$12,897 85	\$21,043 86	\$33,941 71
Repairs and renewals of passenger cars	34,571 01		34,571 01
Repairs and renewals of freight cars		33,734 75	33,734 75
Totals	\$47,468 86	\$54,778 61	\$102,247 47

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	\$33,937 44	\$22,155 33	\$56,092 77
Fuel for locomotives	131,959 15	83,327 59	215,286 74
Water supply for locomotives	2,984 82	4,869 96	7,854 78
All other supplies for locomotives	12,687 58	10,925 37	23,612 95
Wages for other trainmen	36,006 97	29,927 17	65,933 14
All other train supplies	16,376 00	2,924 74	19,300 74
Wages of switchmen, flagmen, and watchmen	22,806 86	11,748 98	34,555 84
Expense of telegraph, including train dispatchers and operators	13,512 13	6,960 79	20,472 92
Wages of station agents, clerks, and laborers	35,652 43	34,543 33	70,195 76
Station supplies	4,982 24	4,795 65	9,777 89
Switching charges—balances	-----	112 94	112 94
Car mileage—balances	21,837 64	14,391 70	36,229 34
Loss and damage	5,687 33	4,886 58	10,573 91
Injuries to persons	1,968 69	1,184 45	3,153 14
Other expenses	2,801 29	3,787 31	6,588 60
Totals	\$343,199 57	\$236,541 89	\$579,741 46
General expenses:			
Salaries of officers	\$6,619 40	\$6,413 47	\$13,032 87
Salaries of clerks	13,128 63	12,721 19	25,849 82
General office expenses and supplies	3,202 12	3,102 32	6,304 44
Agencies, including salaries and rent	10,894 01	8,833 40	19,727 41
Advertising	3,084 89	-----	3,084 89
Insurance	850 26	816 91	1,667 17
Expense of traffic associations	100 54	109 63	210 17
Rents of buildings, tracks, yards, and terminal	4,114 15	3,759 77	7,873 92
Legal expenses	2,753 65	2,667 97	5,421 62
Stationery and printing	1,886 43	2,145 29	4,030 72
Totals	\$46,633 08	\$40,569 95	\$87,203 03
Recapitulation of expenses:			
Maintenance of way and structures	\$102,256 47	\$55,927 64	\$158,184 11
Maintenance of equipment	47,408 86	54,778 61	102,247 47
Conducting transportation	343,199 57	236,541 89	579,741 46
General expenses	46,633 08	40,569 95	87,203 03
Grand totals	\$539,557 98	\$387,818 09	\$927,376 07
Percentage of operating expenses to earnings	98.33	77.56	85.14

RENTALS PAID.

Items.	Interest on Bonds Assumed.	Cash.	Total.
Rents paid for leased roads:			
Redondo Beach Railway	\$9,450 00	-----	\$9,450 00
Other rentals paid:			
Rental of Southern Pacific track between Colton and Los Angeles	-----	\$69,000 00	69,000 00
Rental of terminal facilities used jointly with California Southern Railroad Company	-----	2,799 25	2,799 25
Rental of locomotives and cars	-----	14,834 35	14,834 35

IMPORTANT CHANGES DURING THE YEAR.

1. San Bernardino to Mentone 12.50 miles; put in operation Feb. 1, 1888.
 * Inglewood to Redondo Beach 10.81 miles; put in operation Apr. 16, 1888.
 Ballona Junction to Orange 28.97 miles; put in operation Aug. 12, 1888.
 San Juan to Los Angeles Junction 24.18 miles; put in operation Aug. 12, 1888.
2. Redondo Beach Railway Co. Lease dated December 17, 1888, to take effect from opening of road to June 1, 1932. Interest on bonds paid as and for rental.
4. \$2,449,000 first mortgage bonds and \$2,449,000 capital stock issued.

* Redondo Beach Railway leased.

CONTRACTS, AGREEMENTS, ETC.

Express.—Wells, Fargo & Co.

Mails.—United States Post Office Department.

Between San Bernardino and Duarte, distance 41.04 miles, at \$180 40 per mile; \$7,403 61 per annum.

Between Duarte and Los Angeles, distance 22.09 miles, at \$180 40 per mile; \$3,985 03 per annum.

Between Riverside and Capistrano, distance 59.94 miles; compensation not fixed.

Between Capistrano and Los Angeles Junction, distance 28.06 miles; compensation not fixed.

Between San Bernardino and Lugonia, distance 9.25 miles; compensation not fixed.

Between Oceanside and Escondido, distance 22.77 miles; compensation not fixed.

Between Los Angeles and Port Ballona, distance 18.07 miles; compensation not fixed.

Between Perris and San Jacinto, distance 20.16 miles; compensation not fixed.

Between Los Angeles and Orange, distance 31.82 miles; compensation not fixed.

Western Union Telegraph Company.

Pullman Palace Car Company.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	7	\$28,960 00	\$9 29
General office clerks	50		2 60
Station agents	34		2 41
Other station men	50		2 26
Enginemen	28		4 17
Firemen	28		2 37
Conductors	22		3 09
Other trainmen	47		2 48
Machinists	9		3 01
Carpenters	28		3 01
Other shopmen	65		2 27
Section foremen	16		2 34
Other trackmen	133		2 00
Switchmen, flagmen, and watchmen	41		2 29
Telegraph operators and dispatchers	9		2 41
All other employés and laborers	150		1 94
Total	717		

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	852,050	
Number of passengers carried one mile	17,473,780	
Average distance carried	21	
Total passenger revenue		\$510,218 06
Amount received from each passenger		60
Average receipts per passenger per mile		02.92
Passenger earnings per mile of road		2,265 52
Passenger earnings per train mile		1 22.5
Freight traffic:		
Number of tons carried of freight earning revenue	351,701	
Number of tons carried one mile	16,439,662	
Average distance haul of one ton	46	
Total freight revenue		488,927 37
Amount received for each ton of freight		1 39
Average receipts per ton per mile		02.98
Freight earnings per mile of road		2,170 98
Freight earnings per train mile—north or east		1 08
Freight earnings per train mile—south or west		1 07
Passenger and freight:		
Passenger and freight earnings		999,145 43
Passenger and freight earnings per mile of road		4,436 95
Expense per mile of road		4,117 83
Total earnings per mile of road, including mails, express, etc.		4,836 75
Train mileage:		
Miles run by passenger trains	416,389	
Miles run by freight trains	192,806	
Miles run by mixed trains	51,924	
Total mileage trains earning revenue	661,119	
Miles run by switching trains	109,089	
Miles run by construction and other trains	58,506	
Total train mileage	828,714	
Mileage of loaded freight cars—north or east	713,207	
Mileage of loaded freight cars—south or west	883,258	
Mileage of empty freight cars—north or east	643,094	
Mileage of empty freight cars—south or west	427,569	
Average number of freight cars in train	13	
Average number of loaded cars in train	7	
Average number of empty cars in train	6	
Average number of tons of freight in train	52	
Average number of tons of freight in each loaded car	7	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on This Road. Whole Tons.	Freight Received from Connecting Roads and other Carriers. Whole Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of agriculture:				
Grain	11,283	43	11,326	3.22
Flour and other mill products	3,383	372	3,755	1.07
Hay and straw	9,891	-----	9,891	2.81
Fruit and vegetables	18,936	-----	18,936	5.38
Products of animals:				
Live stock	1,439	3,452	4,891	1.39
Poultry, game, and fish	197	480	677	.19
Wool	783	-----	783	.22
Products of mines:				
Anthracite coal	47,749	46,254	46,254	13.15
Bituminous coal		-----	-----	-----
Ores, stone, sand, and other like articles		5,406	53,155	15.11
Products of forest:				
Lumber	1,522	58,573	60,095	17.09
Manufactures:				
Petroleum and other oils	-----	7,666	7,666	2.18
Iron and steel rails, and railroad material	2,812	44,146	46,958	13.35
Other castings and machinery	-----	3,622	3,622	1.03
Agricultural implements, car- riages, wagons, tools, etc.	-----	1,484	1,484	.42
Wines, liquors, and beers	1,639	1,235	2,874	.82
Household goods and furniture	-----	3,717	3,717	1.06
Merchandise	47,586	28,031	75,617	21.51
Total tonnage	147,220	204,481	351,701	100.00

DESCRIPTION OF EQUIPMENT.

	Number Added during Year.	Total Number at end of Year.	Equipped with Train-brake.		Cars fitted with Au- tomatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Freight	-----	6	6	Air.	-----	-----
Switching	-----	8	8	Air.	-----	-----
Totals	-----	14	14	-----	-----	-----
Cars in passenger service:						
Second class passenger cars	-----	7	-----	-----	7	Air.
Combination passenger cars	-----	2	-----	-----	2	Air.
Official car	1	1	1	Air.	1	Miller.
Totals	1	10	-----	-----	10	-----
Cars in freight service:						
Box cars	-----	10	-----	-----	10	Air.
Flat cars	-----	43	-----	-----	43	Air.
Coal cars	-----	30	-----	-----	30	Air.
Totals	-----	83	-----	-----	83	-----
Cars in company's service:						
Derrick cars	-----	1	1	Hand.	*1	-----
Other road cars	-----	25	-----	-----	-----	-----
Totals	-----	26	1	-----	1	-----
Total owned	-----	119	-----	-----	-----	-----
Grand total	-----	119	-----	-----	-----	-----

* Single link stem drawhead.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Leased.	Total Mileage.	New Line Constructed during Year.
Length of single track	258.28	10.81	269.09	88.00
Length of yard track, sidings, and spurs	48.40	.....	48.40	8.00
Aggregate length of all tracks	306.68	10.81	317.49	96.00
Mileage of line by States and Territories:				
State of California	317.49	.....	.....	.....

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel (old), 3,450 tons; (new), 8,440 tons.
 Average price of rails at distributing point, steel, \$41 17 per ton.
 New ties laid during year, Oregon pine, 861. Average price at distributing point, 55 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	11,184	136	11,184	445,644	50.19
Freight	6,339	96	6,339	262,007	48.35
Switching	1,487	6	1,487	73,615	40.40
Construction	2,081	2	2,081	129,023	32.26
Totals	21,091	240	21,091	910,289	46.34
Average cost at distributing point	\$10 13	\$5 00			

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	1	2	3	Collisions .....	.....	1	1
Employés	3	26	29	Derailments	1	9	10
Other persons	7	5	12	Coupling cars	1	4	5
				Grade crossings	5	1	6
				Other causes	4	15	19
Totals	11	30	41	Totals	11	30	41

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles
San Bernardino to Los Angeles	66.34	64	10.7	49.8
Los Angeles to Los Angeles Junction	83.10	85	13.1	70.0
East Riverside to Orange	40.68	52	9.5	31.2
Perris to San Jacinto	19.38	4	1.9	17.5
Escondido Junction to Escondido	21.23	54	8.7	12.5
San Bernardino to Mentone	12.50	16	3.4	9.1
Ballona Junction to Fort Ballona	15.05	20	2.5	13.5
Inglewood to Redondo Beach	10.81	20	3.9	6.9

CHARACTERISTICS OF ROAD—Continued.

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles
San Bernardino to Los Angeles ..	3.9	12	749	17.7	12	1,585	38.9
Los Angeles to Los Angeles Junction	18.3	31	886	26.8	31	935	38.0
East Riverside to Orange	9.0	16	131	5.0	16	896	26.7
Perris to San Jacinto	2.3	7	213	12.2	6	127	4.9
Escondido Junction to Escondido	2.6	10	909	14.1	10	309	4.5
San Bernardino to Mentone	0.7	3	642	9.6	3	84	2.2
Ballona Junction to Port Ballona	4.8	4	269	9.5	4	47	1.7
Inglewood to Redondo Beach	2.7	4	147	6.1	3	52	2.0

Bridges:

Wooden, 265 (pile and trestle); and 4 Howe truss.

Trestles and pile bridges:

Aggregate length, 29,869 feet.

Gauge of track:

4 feet 8½ inches.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Los Angeles to Pasadena	Sept. 17, 1885.
From Pasadena to Olivewood	Oct. 7, 1885.
From Olivewood to Lamanda Park	Nov. 7, 1885.
From East Riverside to Riverside	Jan. 8, 1886.
From Riverside to Arlington	Mar. 15, 1886.
From Lamanda Park to San Bernardino	May 31, 1887.
From Arlington to Rincon	June 27, 1887.
From Rincon to Santa Ana	Sept. 15, 1887.
From Los Angeles to Port Ballona	Sept. 23, 1887.
From Santa Ana to San Juan	Nov. 30, 1887.
From Escondido Junction to Escondido	Dec. 31, 1887.
From San Bernardino to Mentone	Feb. 1, 1888.
From Inglewood to Redondo Beach	April 16, 1888.
From Perris to San Jacinto	April 30, 1888.
From Ballona Junction to Orange	Aug. 12, 1888.
From San Juan to Los Angeles Junction	Aug. 12, 1888.

TABLE A.—GRANTS OR DONATIONS IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds.	Total Amount of Bonds or Cash.
Cash account Escondido Division	\$110,000 00
Cash and land account San Jacinto Valley Division	55,000 00

TABLE C.—LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Acres.
Various	Los Angeles Division depot grounds	44.00
Various	Coast Division depot grounds	61.10
Various	Riverside Division depot grounds	47.33
Various	San Jacinto Valley Division depot grounds	25.07
Various	Escondido Division depot grounds	29.04
Various	San Bernardino Valley Division depot grounds	13.22
Various	Ballona Division depot grounds	4.23
Various	Redondo Beach Division depot grounds	5.23

STATE OF ILLINOIS, }
County of Cook. } ss.

George O. Manchester, President of the California Central Railway Company, and H. C. Whitehead, Auditor of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

GEO. O. MANCHESTER.
H. C. WHITEHEAD.

Subscribed and sworn to before me, this sixth day of July, 1889.

B. F. LEWIS,
Notary Public.

Approved: J. N. REINHART, General Auditor.

Subscribed and sworn to before me, this eleventh day of July, 1889.

JNO. W. GREEN,
Notary Public, Los Angeles County, California.

CALIFORNIA SOUTHERN RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: California Southern Railroad Company.
2. Date of organization: January 10, 1882.
3. Under the general statutes of California.
4. Formed by consolidation, January 10, 1882, of the California Southern Railroad Company, incorporated October 23, 1880; and the California Southern Extension Railroad Company, incorporated May 24, 1881.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George O. Manchester	Boston, Mass.	March 5, 1889.
C. W. Smith	Boston, Mass.	March 5, 1889.
E. S. Babcock, Jr.	San Diego, Cal.	March 5, 1889.
O. S. Hubbell	San Diego, Cal.	March 5, 1889.
Frank H. Pattee	San Diego, Cal.	March 5, 1889.

Number of stockholders at date of last election: 353.

Last meeting of stockholders for election of Directors: March 6, 1888.

Post Office address of general office: Los Angeles, Cal., and Boston, Mass.

Post Office address of operating office: Los Angeles, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. O. Manchester	Boston, Mass.
Vice-President	O. W. Smith	Boston, Mass.
Secretary	Geo. L. Goodwin	Boston, Mass.
Treasurer	Herman Silver	Los Angeles, Cal.
Chief Engineer	F. T. Perris	San Bernardino, Cal.
Comptroller	John P. Whitehead	Boston, Mass.
General Auditor	Jos. W. Reinhart	Boston, Mass.
Auditor	H. Whitehead	Los Angeles, Cal.
General Manager	D. McCool	Los Angeles, Cal.
Traffic Manager	W. F. White	Topeka, Kan.
Superintendent	G. W. Sanborn	San Bernardino, Cal.
General Passenger, Ticket, and Freight Agent	H. B. Wilkins	Los Angeles, Cal.

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
California Southern Railroad...	Barstow, Cal..	National City, Cal..	Main line	210.61

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$6,160,000 00	\$6,072,000 00
Manner of Payment for Capital Stock.			Number of Shares.
Issued for cash—common			*30,360
Issued for construction—common			†30,360
Total.....			60,720

* Sold in blocks, together with \$3,099,000 first mortgage bonds of 1882, for \$3,324,000, for construction of road between National City and San Bernardino, California.

† Issued to A. T. & S. F. R. R. Co., in connection with the first mortgage bonds of January 1, 1886, for extension of road from San Bernardino to Barstow, California, under agreement of January 7, 1886.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.
	Date of Issue.	When Due.	
First mortgage	Jan. 12, 1882.	Jan. 1, 1922.	\$3,101,000 00
First mortgage	Jan. 1, 1886	Jan. 1, 1926.	2,106,000 00
Income bonds registered and script exchangeable into bonds†	Mar. 1, 1886.	Mar. 1, 1926.	3,505,000 00
Totals.....			\$8,712,000 00

Amount now Outstanding.	Cash realized on the Amount Outstanding.	Interest.*			
		Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
\$2,000 00	-----	6 per cent....	Jan. and July	-----	-----
2,081,000 00	\$2,081,000 00	6 per cent....	Jan. and July	\$124,860 00	\$124,740 00
3,494,000 00	-----	6 per cent....	Mar. and Sept..	104,760 00	210,740 00
Script 5,610 00	-----				
\$5,582,610 00	\$2,081,000 00	-----	-----	\$229,620 00	\$335,520 00

* Does not accrue; payable at end of six months only if earned. The amount charged income account for the year was as above.

† Issued in exchange for first mortgage bonds of 1882, and in payment of accrued 6 per cent interest on same.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts	\$305,207 38	Cash	\$111,210 31
Wages and salaries	69,925 25	Due from agents	20,971 01
Matured interest coupons unpaid, including coupons due January 1, 1889	64,130 00	Net traffic balances due from other companies	113,417 00
Due to A. T. & S. F. R. R. Co. for advance, etc.....	544,270 65	Due from solvent companies and individuals	272,096 14
		Other cash assets	160 00
		Balance—floating debt	465,678 82
Total	\$983,532 28	Total	\$983,533 28

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$6,072,000 00	210.61	\$28,830 54
Funded debt	5,582,610 00	210.61	26,506 86
Floating debt, balance of	465,678 82	210.61	2,211 10
Totals	\$12,120,288 82	210.61	\$57,548 50

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not Included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction :			
Right of way and other real estate	\$656 73	-----	\$656 73
Fences	1,068 63	-----	1,068 63
Grading and bridge and culvert masonry ...	18,968 31	-----	18,968 31
Bridges and trestles	11,349 18	-----	11,349 18
Rails	3,533 03	-----	3,533 03
Ties	909 36	-----	909 36
Buildings, furniture, and fixtures	94,151 69	-----	94,151 69
Shop machinery and tools	23,803 08	-----	23,803 08
Engineering expenses	3,452 00	-----	3,452 00
Telegraph line	-----	\$12,042 79	*12,042 79
Wharfing, etc.	8,173 89	-----	8,173 89
Sidings and yard extensions	51,837 73	-----	51,837 73
Other items	9,089 54	12,597 54	*12,597 54
Total construction	\$226,993 17	\$24,640 33	\$202,352 84
Equipment:			
Locomotives	1,268 39	-----	1,268 39
Cars of all classes	2,985 29	-----	2,985 29
Floating equipment	74 75	-----	74 75
Total equipment	\$4,328 43	-----	\$4,328 43
Grand total construction and equipment	\$231,321 60	\$24,640 33	\$206,681 27

* Credit.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year 1888.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Construction:				
Right of way and other real estate.....	\$37,401 63	\$656 73	\$38,058 36	-----
Fences.....	25,020 77	1,068 63	26,089 40	-----
Grading and bridge and culvert masonry.....	1,429,972 28	18,968 31	1,448,940 59	-----
Bridges and trestles.....	319,655 49	11,349 18	331,004 67	-----
Rails.....	1,285,254 63	3,533 03	1,288,787 66	-----
Ties.....	330,734 16	909 36	331,643 52	-----
Buildings, furniture, and fixtures.....	197,416 61	94,151 69	291,568 30	-----
Shop machinery, tools.....	128,098 02	23,903 08	151,901 10	-----
Engineering expenses.....	142,423 54	3,452 00	145,875 54	-----
Interest and discount—account construction.....	3,629,022 75	-----	3,629,022 75	-----
Telegraph line.....	28,085 58	12,042 79	14,042 79	-----
Wharfing, etc.....	42,222 33	8,173 89	50,396 22	-----
Sidings and yard extensions.....	92,468 68	51,837 73	144,306 41	-----
Road built by contract, capital stock issued.....	3,036,000 00	-----	3,036,000 00	-----
Other items.....	513,676 79	3,508 00	510,168 79	-----
Total construction.....	\$11,235,453 28	\$202,352 84	\$11,437,806 10	\$54,307 99
Equipment:				
Locomotives.....	87,893 70	1,268 39	89,162 09	-----
Passenger cars.....	20,999 47	-----	20,999 47	-----
Baggage, express, and postal cars.....	12,139 57	-----	12,139 57	-----
Combination cars.....	14,646 57	-----	14,646 57	-----
Freight cars.....	61,850 04	-----	61,850 04	-----
Other cars of all classes.....	-----	2,985 29	2,985 29	-----
Floating equipment.....	8,917 86	74 75	8,992 61	-----
Total equipment.....	\$206,447 21	\$4,328 43	\$210,775 64	\$1,000 79
Grand total cost construction and equipment.....	\$11,441,900 47	\$206,681 27	\$11,648,581 74	\$55,308 78

STOCKS OWNED.

Name.	Total Par Value.
California Southern Railroad Company (included as other cash assets) ..	\$800 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$1,450,814 52	
Less operating expenses.....	1,200,748 79	
Income from operation.....		\$250,065 73
Miscellaneous income—less expenses.....	\$5,477 91	
Income from other sources.....		5,477 91
Total income.....		\$255,543 64
Deductions from income:		
Interest on funded debt accrued during year.....	\$229,620 00	
Taxes.....	28,065 99	
Rentals.....	39,162 06	
Other deductions—Sinking fund first mortgage bonds.....	25,000 00	
Total deductions from income.....		321,848 05
Deficit.....		\$66,304 41
Surplus on December 31, 1887.....		41,240 65
Deficit for year ending December 31, 1888.....		66,304 41

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$11,437,806 10	Capital stock	\$6,072,000 00
Cost of equipment	210,775 64	Funded debt	5,582,610 00
Other assets:		Floating debt	465,678 82
Materials and supplies	480,396 75	Canceled bond account	25,000 00
Sundries	16,246 57	Bonds purchased (suspense account)	25,000 00
Profit and loss	25,063 76		
	\$12,170,288 82		\$12,170,288 82

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$250,065 73	Interest on funded debt paid.	\$229,620 00
Net income from other rail-road sources	None.	Other interest paid	None.
Net income from other properties	None.	Taxes	28,065 99
Net amount realized from stock issued	None.	Rentals	39,162 06
Net amount realized from bonds issued	None.	Dividends	None.
Net amount realized from receivers' certificates issued ..	None.	Sinking fund	25,000 00
Net increase floating debt	379,656 71	Permanent improvements. }	206,681 27
Net amount for sales of lands ..	None.	Equipments	
Net amount for sales of securities, etc.	None.	Constructing new road	None.
Receipts from other sources ..	5,477 91	Securities purchased	None.
		Other properties purchased ..	None.
		Net loss on other properties ..	None.
		Increase of other assets	62,000 60

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger revenue	\$663,769 71		
Less repayments		\$11,707 23	
Total passenger revenue			\$652,062 48
Mail			17,146 35
Express			20,026 52
Extra baggage and storage			8,063 24
Total passenger earnings			\$697,298 59
Freight revenue	\$733,845 02		
Less repayments—overcharged to shippers ..		\$28,273 50	
Total freight revenue			\$705,571 52
Other items			47,944 41
Total freight earnings			\$753,513 93
Total passenger and freight earnings			\$1,450,814 52
Total gross earnings from operation			\$1,450,814 52

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$49,750 54	\$70,130 29	\$119,880 83
Renewals of rails	29,082 85	40,996 30	70,079 15
Renewals of ties	4,473 39	6,305 86	10,779 25
Repairs of bridges and culverts	12,730 53	17,945 44	30,675 97
Repairs of fences, road-crossings, signs, and cattle guards	272 32	383 88	656 20
Repairs of buildings	10,691 55	11,582 51	22,274 06
Repairs of telegraph	982 44	1,384 88	2,367 32
Totals	\$107,983 62	\$148,729 16	\$256,712 78
Maintenance of equipment:			
Repairs and renewals of locomotives	\$30,344 49	\$50,144 87	\$80,489 36
Repairs and renewals of passenger cars	21,077 36	.....	21,077 36
Repairs and renewals of freight cars .....	.....	73,193 99	73,193 99
Repairs and renewals of ferryboats, tugs, floats, and barges .....	.....	359 51	359 51
Totals	\$51,421 85	\$123,698 37	\$175,120 22
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	\$24,194 86	\$44,199 21	\$68,394 07
Fuel for locomotives	81,968 49	192,430 51	274,399 00
Water supply for locomotives	5,855 50	9,676 33	15,531 83
All other supplies for locomotives	11,299 13	8,530 73	29,829 86
Wages for other trainmen	21,362 12	45,577 29	66,939 41
All other train supplies	12,003 35	5,977 99	17,981 34
Wages of switchmen, flagmen, and watch- men	14,282 11	20,132 61	34,414 72
Expense of telegraph, including train dis- patchers and operators	9,649 63	13,602 50	23,252 13
Wages of station agents, clerks, and laborers	22,419 44	24,287 72	46,707 16
Station supplies	4,658 57	3,171 69	7,830 26
Switching charges—balances .....	.....	2,167 80	2,167 80
Car mileage—balances	21,454 04	27,678 75	49,132 79
Loss and damage	15,289 89	7,931 00	23,220 89
Injuries to persons	73 74	3,255 25	3,328 99
Other expenses	4,779 16	14,160 86	18,940 02
Totals	\$249,290 03	\$432,780 24	\$682,070 27
General expenses:			
Salaries of officers	\$7,753 45	\$8,399 57	\$16,153 02
Salaries of clerks	17,844 14	19,331 15	37,175 29
General office expenses and supplies	4,163 87	4,510 86	8,674 73
Agencies, including salaries and rent	4,322 15	3,427 96	7,750 11
Advertising	2,249 96	.....	2,249 96
Insurance	1,120 26	1,213 62	2,333 88
Expense of traffic associations	128 77	187 63	316 40
Rents of buildings, tracks, yards, and termi- nal	191 98	203 14	395 12
Legal expenses	3,643 76	3,947 41	7,591 17
Stationery and printing	1,656 72	2,549 12	4,205 84
Totals	\$43,075 06	\$43,770 46	\$86,845 52
Recapitulation of expenses:			
Maintenance of way and structures	\$107,983 62	\$148,729 16	\$256,712 78
Maintenance of equipment	51,421 85	123,698 37	175,120 22
Conducting transportation	249,290 03	432,780 24	682,070 27
General expenses	43,075 06	43,770 46	86,845 52
Grand totals	\$451,770 56	\$748,978 23	\$1,200,748 79
Percentage of operating expenses to earnings ..	64.79	99.40	82.76

RENTALS PAID.

Items.	Cash.	Total.
Rentals of locomotives and cars	\$39,162 06	\$39,162 06

CONTRACTS, AGREEMENTS, ETC.

Express with Wells, Fargo & Co.

Mails with U. S. Post Office Department.

Between National City and Barstow, distance 212 $\frac{1}{2}$ miles, at \$82 08 per mile; \$17,457 50 per annum.Citrus and Riverside, distance 3 $\frac{1}{2}$ miles, at \$64 13 per mile; \$243 05 per annum.

Western Union Telegraph Company.

Pullman Palace Car Company.

EMPLOYEES AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	7	\$28,960 00	\$9 29
General office clerks	50		2 60
Station agents	22		2 49
Other station men	53		2 14
Enginemen	24		4 44
Firemen	24		2 57
Conductors	23		3 03
Other trainmen	46		2 45
Machinists	14		2 81
Carpenters	48		3 00
Other shopmen	109		2 38
Section foremen	21		2 34
Other trackmen	94		2 00
Switchmen, flagmen, and watchmen	30		2 74
Telegraph operators and dispatchers	12		2 64
All other employes and laborers	170		2 00
Total	747		

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	293,146	
Number of passengers carried one mile	14,844,929	
Average distance carried	56	
Total passenger revenue		\$660,125 72
Amount received from each passenger		2 51
Average receipts per passenger per mile		04.45
Passenger earnings per mile of road		3,134 35
Passenger earnings per train mile		2 24
Freight traffic:		
Number of tons carried of freight earning revenue	367,758	
Number of tons carried one mile	31,207,964	
Average distance haul of one ton	85	
Total freight revenue		705,571 52
Amount received for each ton of freight		1 92
Average receipts per ton per mile		02.26
Freight earnings per mile of road		3,350 13
Freight earnings per train mile—north or east		86
Freight earnings per train mile—south or west		84
Passenger and freight:		
Passenger and freight earnings		1,365,697 24
Passenger and freight earnings per mile of road		6,484 48
Expense per mile of road		5,701 29
Total earnings per mile of road, including mails, etc.		6,888 63

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Train mileage:		
Miles run by passenger trains.....	292,730	
Miles run by freight trains.....	411,569	
Miles run by mixed trains.....	6,369	
Total mileage trains earning revenue.....	710,668	
Miles run by switching trains.....	190,727	
Miles run by construction and other trains.....	40,358	
Total train mileage.....	941,753	
Mileage of loaded freight cars—north or east.....	1,612,650	
Mileage of loaded freight cars—south or west.....	1,543,531	
Mileage of empty freight cars—north or east.....	1,005,068	
Mileage of empty freight cars—south or west.....	989,641	
Average number of freight cars in train.....	15	
Average number of loaded cars in train.....	9	
Average number of empty cars in train.....	6	
Average number of tons of freight in train.....	54	
Average number of tons of freight in each loaded car.....	6	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road— Whole Tons.	Freight Received from Connecting Roads and other Carriers— Whole Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of agriculture:				
Grain.....	6,906	104	7,010	1.91
Flour and other mill products.....	3,428	542	3,970	1.08
Hay.....	11,210		11,210	3.05
Fruit and vegetables.....	18,281		18,281	4.97
Products of animals:				
Live stock.....	3,305	3,944	7,249	1.97
Poultry, game, and fish.....	144	704	848	.23
Wool.....	841		841	.23
Products of mines:				
Anthracite and bituminous coal.....		53,967	53,967	14.67
Stone, sand, and other like articles.....	41,720	7,664	49,384	13.43
Products of forest:				
Lumber.....	2,197	54,173	56,370	15.33
Manufactures:				
Petroleum and other oils.....		8,703	8,703	2.37
Iron and steel rails and other railroad material.....	1,826	55,554	57,380	15.59
Other castings and machinery.....		7,053	7,053	1.92
Wagons, carriages, tools, etc.....		2,235	2,235	.61
Wines, liquors, and beers.....	2,160	2,239	4,399	1.20
Household goods and furniture.....		5,397	5,397	1.47
Merchandise.....	35,815	37,646	73,461	19.97
Total tonnage.....	127,833	239,925	367,758	100.00

DESCRIPTION OF EQUIPMENT.

	Number Added during Year.	Total Number at end of Year.	Equipped with Train-brake.		Cars fitted with Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger	6	6		Air.		
Switching	1	1		Air.		
Totals	7	7				
Cars in passenger service:						
Second class passenger cars	5				5	Autom.
Combination passenger cars	2				5	Autom.
Baggage, express, and postal cars	3				3	Autom.
Totals	10				10	
Cars in freight service:						
Box cars	31	19		Hand.	12	Autom.
Flat cars	47	42		Hand.	5	Autom.
Other cars	2				2	
Totals	80	61			19	
Cars in company's service:						
Caboose cars, boarding	5	5		Hand.	*5	
Totals	32	5			5	
Total owned	122					
Grand total	122					

*Single link stem drawhead.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	New Line Constructed During Year.
Length of single track	21.06	21.06	
Length of yard track, sidings, and spurs	3.10	3.10	1.03
Aggregate length of all tracks	24.16	24.16	1.03
Mileage of line by States and Territories:			
State of California	24.16	24.16	

RENEWALS OF RAILS AND TIES.

New rails laid during the year, steel, 2,407,418 tons.

Average price of rails at distributing point, steel, \$46 93 per ton.

New ties laid during year: Oil pine, 826; redwood, 17,992; total number, 18,818.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	9,019	145	9,019	300,872	59.79
Freight	19,590	245	19,590	419,868	93.31
Switching	2,522	12	2,522	226,200	22.30
Total	31,131	402	31,131	946,940	65.75
Average cost at distributing point	\$8 75	\$5 00			

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	-----	2	2	Collisions	-----	1	1
Employés	4	20	24	Derailments	-----	1	1
Other persons	1	7	8	Coupling cars	-----	6	6
				Grade crossings	-----	1	1
				Other causes	5	20	25
Totals	5	29	34	Totals	5	29	34

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
National City to San Bernardino.....	12.96	292	3.91	9.05
San Bernardino to Barstow	8.10	154	2.03	6.07

Working Divisions or Branches.	Profile.						
	Length of Level Track — Miles	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents— Feet	Aggregate Length of Ascending Grades—Miles	Number	Sum of Descents— Feet	Aggregate Length of Descending Grades—Miles
National City to San Bernardino.	2.80	35	2,691	7.68	17	1,631	2.48
San Bernardino to Barstow .....	.85	11	2,854	2.91	30	1,824	4.34

Bridges:

Iron, 2; wooden, 253 (pile and trestle); and 2 Howe truss.

Trestles:

Aggregate length, 24,985 feet.

Gauge of track:

Four feet 8½ inches.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From National City to Fall Brook.....	Jan. 2, 1882.
From Fall Brook to Temecula.....	Mar. 27, 1882.
From Temecula to 105-mile Siding.....	April 24, 1882.
From 105-mile Siding to 109-mile Siding.....	July 10, 1882.
From 109-mile Siding to 116-mile Siding.....	July 28, 1882.
From 116-mile Siding to East Riverside.....	Aug. 12, 1882.
From East Riverside to Colton.....	Aug. 21, 1882.
From Colton to San Bernardino.....	Sept. 13, 1883.
From San Bernardino to Barstow.....	Nov. 15, 1885.

TABLE C.—LANDS OR PROPERTY, INCLUDING RIGHT OF WAY DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.	Acres.
Various.....	San Diego Division depot grounds.....	258.05
Various.....	San Bernardino Division depot grounds.....	67.50

STATE OF ILLINOIS, }
County of Cook. } ss.

George O. Manchester, President of the California Southern Railroad Company, and H. C. Whitehead, Auditor of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

GEORGE O. MANCHESTER.
H. C. WHITEHEAD.

Subscribed and sworn to before me, this sixth day of July, 1889.

B. G. LEWIS,
Notary Public.

Approved: JOS. W. REINHART, General Auditor.

Subscribed and sworn to before me, this eleventh day of July, 1889.

JNO. W. GREEN,
Notary Public, Los Angeles, Cal.

LOS ANGELES AND PACIFIC RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Los Angeles and Pacific Railway Company.
2. Date of organization: September 6, 1888.
3. Incorporated under the laws of the State of California.
4. Los Angeles Ostrich Farm Railway Company; Los Angeles County Railroad Company; Los Angeles and Pacific Railway Company.
5. Articles of consolidation filed with Secretary of State of California September 11, 1888. Date: September 6, 1888.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
E. E. Hall.....	Los Angeles, California.....	September 4, 1889.
S. W. Lintweiler.....	Los Angeles, California.....	September 4, 1889.
J. M. Hale.....	Los Angeles, California.....	September 4, 1889.
R. C. Shaw.....	Los Angeles, California.....	September 4, 1889.
C. Cole.....	Colegrove, California.....	September 4, 1889.
W. T. Spilman.....	Santa Monica, California.....	September 4, 1889.
A. Gayford.....	Santa Monica, California.....	September 4, 1889.

Number of stockholders at date of last election: 15.

Last meeting of stockholders for election of Directors: September 4, 1888.

Post Office address of general office: Los Angeles, California.

Post Office address of operating office: Los Angeles, California.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	E. E. Hall.....	Los Angeles.
President.....	E. E. Hall.....	Los Angeles.
Vice-President.....	S. W. Lintweiler.....	
Secretary and Treasurer.....	S. P. Rees.....	
Chief Engineer.....	L. Friel.....	
General Solicitor, Attorney, or Counsel.....	Anson Brunson.....	
Assistant Solicitor, Attorney, or Counsel.....	Spencer G. Millard.....	
Auditor.....	James J. Evans.....	
General Superintendent.....	R. C. Shaw.....	
General Passenger Agent.....	R. C. Shaw.....	
General Ticket Agent.....		
General Freight Agent.....		

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
Los Angeles Co. Railroad....	Los Angeles....	Ostrich Farm.	Main line.....	8
Los Angeles and Pacific Railway.....	Ostrich Farm.	Burbank.....	Main line.....	4
Total.....				12

The Los Angeles and Pacific Railway was under construction from junction near Los Angeles to Santa Monica, eighteen miles, during 1888; completed and in operation February 22, 1889.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$2,160,000 00	\$718,500 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash	}	7,185	\$215,750 00
Issued for construction			502,750 00
Totals		7,185	\$718,500 00

The original issue of stock was: Los Angeles Ostrich Farm Railway Company, 485 shares; Los Angeles County Railroad Company, 2,975 shares; Los Angeles and Pacific Railway Company, 750 shares; and under the articles of consolidation 2,975 shares of Los Angeles and Pacific Railway Company were issued, making the total issue of new Los Angeles and Pacific Railway Company stock 7,185 shares.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$65,707 16	Cash	\$7,507 15
Audited vouchers and accounts	102,383 66	Bills receivable	6,569 90
		Due from solvent companies and individuals	3,823 84
		Balance—floating debt	150,189 93
Total	\$168,090 82	Total	\$168,090 82

Amount of interest and discount paid during year upon floating debt and current liabilities: \$1,733 54 (exclusive of interest and discount account of construction).

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$718,500 00	30	\$23,950 00
Floating debt, balance of	150,189 93	30	5,000 00
Totals	\$868,689 93	30	\$28,950 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not Included in Operating Expenses.	Total Expenditures to Dec. 31, 1888.
Construction:		
Right of way	\$9,017 96	\$9,017 96
Grading and bridge and culvert masonry	68,679 49	68,679 49
Bridges and trestles	26,238 03	26,238 03
Rails	116,120 07	116,120 07
Ties	47,490 39	47,490 39
Buildings, furniture, and fixtures	5,151 66	5,151 66
Shop machinery and tools	771 99	771 99
Engineering expenses	8,532 37	8,532 37
Interest and discount—account construction	9,823 38	9,823 38
Sidings and yard extensions	8,316 01	8,316 01
Road built by contract	502,750 00	502,750 00
Other items	9,264 98	9,264 98
Total construction	\$812,156 33	\$812,156 33
Equipment:		
Locomotives	29,449 86	29,449 86
Passenger cars	35,790 36	35,790 36
Combination cars	8,000 00	8,000 00
Freight cars	3,035 00	3,035 00
Other cars of all classes	850 00	850 00
Total equipment	\$77,125 22	\$77,125 22
Grand total construction and equipment	\$889,281 55	\$889,281 55

INCOME ACCOUNT.

Gross earnings from operation	\$11,627 85	
Less operating expenses	13,646 47	
Loss from operation	\$2,018 62	
Total loss		\$2,018 62
Interest and discount on floating debt paid during year	1,733 54	
Total deductions from income		1,733 54
Net loss		\$3,752 16
Deficit on December 31, 1888		3,752 16
Deficit for year ending December 31, 1888		3,752 16

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$812,156 33	Capital stock	\$718,500 00
Cost of equipment	77,125 22	Floating debt	168,090 82
Lands owned	5,992 56	Subsidies collected, not yet credited in construction...	30,341 76
Cash items	7,507 15		
Other assets:			
Sundries	10,399 16		
Profit and loss:			
Deficit from operation	3,752 16		
	\$916,932 58		\$916,932 58

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation—loss.....	\$2,018 62	Interest paid	\$1,733 54
Net amount realized from stock issued	215,750 00	Equipment	77,125 22
Net increase floating debt	150,189 83	Constructing new road	309,406 33
Net amount from sales of lands	5,006 00	Other properties purchased..	10,998 56
Receipts from other sources—subsidies	30,341 76	Other expenditures	5 42
	<u>\$399,269 07</u>		<u>\$399,269 07</u>

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Total gross earnings from operation	\$11,627 85

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.
Maintenance of way and structures:	
Repairs of roadway	\$1,605 53
Maintenance of equipment:	
Repairs and renewals of locomotives	\$92 20
Repairs and renewals of passenger cars	32 12
Repairs and renewals of freight cars	9 90
Total	<u>\$141 22</u>
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$852 13
Fuel for locomotives	4,699 91
Water supply for locomotives	285 10
All other supplies for locomotives	148 56
Wages for other trainmen	762 80
All other train supplies	87 09
Wages of switchmen, flagmen, and watchmen	110 00
Wages of station agents, clerks, and laborers	462 17
Loss and damage	69 85
Injuries to persons	80 00
Other expenses	293 44
Total	<u>\$7,851 05</u>
General expenses:	
Salaries of officers	\$1,775 00
Salaries of clerks	1,095 00
General office expenses and supplies	283 93
Agencies, including salaries and rent	707 58
Commissions	15 00
Legal expenses	20 00
Stationery and printing	82 26
Other general expenses	69 90
Total	<u>\$4,048 67</u>

OPERATING EXPENSES—Continued.

Items.	Chargeable to Passenger Traffic.
Recapitulation of expenses:	
Maintenance of way and structures	\$1,605 53
Maintenance of equipment	141 22
Conducting transportation	7,851 05
General expenses	4,048 67
Grand total	\$13,646 47

IMPORTANT CHANGES DURING THE YEAR.

On the sixth day of September, 1888, the Ostrich Farm Railway Company, the Los Angeles County Railroad Company, and the Los Angeles and Pacific Railway Company were consolidated under the name of the Los Angeles and Pacific Railway Company, with a capital stock of \$2,160,000, for the purpose of further extending the road from the ostrich farm and Burbank to Pasadena and Hueneme, and for the building of a belt line road west and south of Los Angeles.

The line from the ostrich farm to Burbank was put in operation May 31, 1888.

EMPLOYÉS AND SALARIES.

Class.	Number.
General officers	2
General office clerks	1
Enginemen	2
Firemen	2
Conductors	2
Other trainmen	1
Machinists	1
Carpenters	2
Other shopmen	1
Section foremen	1
Other trackmen	2
Switchmen, flagmen, and watchmen	1
All other employés and laborers	15
Total	33

Our business has been so small thus far that it has not justified the expenditure of any money for extra clerical labor in compiling statistics.

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

(No freight carried.)

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.	Number Equipped with Train-brake.
Locomotives—Passenger	4	4
Totals	4	4
Cars in passenger service:		
Second class passenger cars	8	8
Emigrant cars	2	2
Other cars in passenger service	2	—
Totals	12	10
Cars in freight service—Flat cars	5	2
Totals	5	2

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	Rails—Steel.
Length of single track	30	30	.....
Length of yard track, sidings, and spurs	1½	1½	.....
Aggregate length of all tracks	31½	31½	31½

ACCIDENTS.

Persons.	Number Injured.	Total.	Kind of Accident.	Number Injured.	Total.
Other persons than passengers and employes	1	1	Other causes than collisions, derailments, coupling cars, and grade crossings.	1	1

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment	
		Number of Curves.	Aggregate Length of Curved Lines—Feet
Los Angeles to Santa Monica	18	24	11,100
Junction to Burbank	12	10	6,500

Working Divisions or Branches.	Profile.						
	Length of Level Track—Feet	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Feet	Number	Sum of Descents—Feet	Aggregate Length of Descending Grades—Feet
Los Angeles to Santa Monica	14,900	5	252	18,200	4	567	61,500
Junction to Burbank	4,000	2	238	32,200	1	95	3,600

Bridges:
 Wooden (pile), 1; 450 feet.
 Trestles:
 Aggregate length, 1,645 feet.
 Gauge of track:
 Four feet 8½ inches.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the roads or portions thereof were opened for public use:	
From Los Angeles to Ostrich Farm	Sept. 25, 1888.
From Ostrich Farm to Burbank	May 31, 1889.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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TABLE A.—GRANTS OR DONATIONS IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds—Character of.	Total Amount of Bonds or Cash.
Money paid in by individuals and corporations.....	\$30,341 78
Money to be paid in by individuals and corporations	12,000 00

TABLE B.—OTHER AIDS OR GRANTS, FROM THE UNITED STATES, STATES, COUNTIES, CORPORATIONS, OR INDIVIDUALS.

Lands Granted by the United States Government.

To what Railroad Company.	Number of Acres.		Estimated Value.	
	Total.	Net Total.	Per Acre.	Total.
Los Angeles County Railroad Company from corporations and individuals	237½	237½	\$250 00	\$39,375 00

TABLE C.—LANDS OR PROPERTY, INCLUDING RIGHT OF WAY, DONATED BY STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, STATING IN DETAIL THE AMOUNT OF LAND GRANTED FOR RIGHT OF WAY, FOR STATIONS, FOR SHOPS, FOR STOREHOUSES, ETC.

By Whom Donated.	Description of Property.
Individuals .....	.....51 acres for right of way.
Individuals	9½ acres for termini, turntables, shop purposes, etc.

STATE OF CALIFORNIA, }
County of Los Angeles. } ss.

E. E. Hall, President of the Los Angeles and Pacific Railway Company, and S. P. Rees, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

E. E. HALL.
S. P. REES.

Subscribed and sworn to before me, this twenty-eighth day of June, 1889.

W. H. SEAMANS,
Notary Public.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: San Francisco and North Pacific Railroad Company.
2. Date of organization: June 22, 1872.
3. Incorporated under the laws of California.
4. Charters of each, and all amendments of same:

Name.	Date of Incorporation.
San Francisco and North Pacific Railroad Company	June 22, 1872.
Sonoma and Marin Railroad Company	Nov. 13, 1877.
Fulton and Guerneville Railroad Company	May 23, 1877.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Jas. M. Donahue	San Francisco	Second Monday in July.
H. C. Whiting	San Francisco	Second Monday in July.
R. H. Lloyd	San Francisco	Second Monday in July.
O. P. Evans	San Francisco	Second Monday in July.
R. J. Wilson	San Francisco	Second Monday in July.

Number of stockholders at date of last election: 7.

Last meeting of stockholders for election of Directors: Second Monday in July.

Post Office address of general office: San Francisco.

Post Office address of operating office: San Rafael, California.

OFFICERS.

Title.	Name.	Location of Office.
President	Jas. M. Donahue	San Francisco.
Vice-President	H. C. Whiting	San Francisco.
Secretary and Auditor	S. W. Hoyt	San Francisco.
Treasurer	J. H. Von Schroder	San Francisco.
Cashier	P. J. McGlynn	San Francisco.
Chief Engineer	F. K. Zook	San Francisco.
General Solicitor, Attorney, or Counsel	E. S. Lippitt	San Francisco.
General Superintendent	H. C. Whiting	San Francisco.
General Passenger Agent	P. J. McGlynn	San Francisco.
General Ticket Agent	P. J. McGlynn	San Francisco.
General Freight Agent	Chas. Thorn, Jr.	San Francisco.

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
San Francisco and San Rafael	Tiburon	San Rafael	Main line	9
San Francisco and North Pacific	San Rafael	Cloverdale and branches	Main line	99½
Total .....	.....	.....	.....	108½

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$5,000,000 00	\$3,750,000 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		37,500	\$3,750,000 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$218,035 98	Cash	\$65,025 77
Audited vouchers and accounts	18,673 69	Due from agents	2,473 75
Wages and salaries	19,393 43	Net traffic balances due from other companies	10,774 59
Miscellaneous	250,588 56	Due from solvent companies and individuals	137,162 74
		Stores on hand	19,219 89
		Balance—floating debt	272,032 92
Total	\$506,689 66	Total	\$506,689 66

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$3,750,000 00
Floating debt	272,032 92
Total	\$4,022,032 92

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not Included in Operating Expenses.
Construction:	
Fences	\$58 80
Rails	38,234 00
Buildings, furniture, and fixtures	8,619 04
Shop machinery and tools	727 40
Wharfing, etc.	1,982 55
Cloverdale and Ukiah Railroad	542,143 51
Marin and Napa Railroad	245,347 03
	51,042 88
	71,503 51
Other items—Guerneville and Sebastopol extensions	161 50
San Francisco and San Rafael	2,992 37
Equipment:	
Locomotives	22,407 43
Combination cars	49,161 62
Floating equipment	13,325 77
Total construction and equipment	\$1,048,712 46

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Construction:				
Fences		\$58 80		
Rails		38,234 00		
Buildings, furniture, and fixtures		8,619 04		
Shop machinery, tools		727 40		
Wharfing, etc.		1,982 55		
Roads built by contract:				
Cloverdale and Ukiah Rail- road		788,490 59		
Marin and Napa Railroad		122,551 39		
Other items:				
Guerneville and Sebastopol extensions		161 50		
San Francisco and San Ra- fael Railroad		2,992 37		
Total construction	\$3,692,302 48	\$963,817 64	\$4,656,120 12	\$33,919 00
Equipment:				
Locomotives		\$22,407 43		
Combination cars		49,161 62		
Floating equipment		13,325 77		
Total equipment	\$807,057 60	\$84,894 82	\$891,952 42	\$6,498 00
Grand total construction and equipment	\$4,499,360 08	\$1,048,712 46	\$5,548,072 54	\$40,417 00

STOCKS OWNED.

Name.	Total Par Value.
San Francisco and North Pacific Railroad—capital stock, 37,500 shares...	\$3,750,000 00

INCOME ACCOUNT.

Gross earnings from operation	\$659,927 72	
Less operating expenses	409,172 61	
Income from operation	\$250,755 11	
Total income		\$250,755 11
Deductions from income:		
Interest and discount on floating debt paid during year ...	\$8,168 08	
Taxes	17,007 02	
Other deductions	71,587 78	
Total deductions from income		96,762 88
Net income		\$153,992 23
Surplus on December 31, 1888		153,992 23

Dr.	GENERAL BALANCE SHEET.		Cr.
Cost of road	\$4,589,113 47	Capital stock	\$3,750,000 00
Cost of equipment	891,952 42	Floating debt	506,689 66
Lands owned	67,006 65	Profit and loss	1,526,089 62
Cash items	65,025 77		
Other assets:			
Materials and supplies	19,219 89		
Sundries	150,411 08		
	\$5,782,729 28		\$5,782,729 28

FINANCIAL OPERATIONS FOR THE YEAR.

	Resources.
Net income from operation	\$153,992 23

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$344,628 82
Mail	10,958 64
Express	13,063 44
Extra baggage and storage	985 10
Total passenger earnings	\$369,636 00
Total freight earnings	258,870 26
Total passenger and freight earnings	\$628,506 26
Other earnings from operations:	
Rental of buildings, tracks, yards, and terminals	10,664 00
Other sources	20,757 46
Total gross earnings from operation	\$659,927 72

OPERATING EXPENSES.

Items.	Totals.
Maintenance of way and structures:	
Repairs of roadway	\$54,497 76
Renewals of rails	
Renewals of ties	
Repairs of bridges and culverts	
Repairs of buildings	11,062 31
Repairs of docks and wharves	4,758 21
	2,731 85
Maintenance of equipment:	
Repairs and renewals of locomotives	36,029 76
Repairs and renewals of freight cars	22,815 90
Repairs and renewals of ferryboats, tugs, floats, and barges	11,230 34
Shop machinery, tools, etc.	3,499 02
Conducting transportation:	
Fuel for locomotives	58,328 50
Water supply for locomotives	3,561 60
All other train supplies	16,952 25
Wages of station agents, clerks, and laborers	29,638 00
Loss and damage	2,411 69
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, supplies	99,788 22
General expenses:	
Salaries of officers	14,845 35
Salaries of clerks	16,596 20
General office expenses and supplies	2,143 00
Advertising	8,530 94
Stationery and printing	2,509 30
Other general expenses	7,134 41
Total	\$409,172 61
Percentage of operating expenses to earnings (including tax and interest)	62.02

RENTALS PAID.

Items.	Cash.
San Francisco and San Rafael Railroad.....	\$29,250 00

IMPORTANT CHANGES DURING THE YEAR.

Marin and Napa Railroad, seven miles.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.
General officers	8	\$26,400 00
General office clerks	6	5,520 00
Station agents	19	.....
Other stationmen	21	.....
Enginemen	11	.....
Firemen	11	.....
Conductors	9	.....
Other trainmen	23	.....
Machinists	13	.....
Carpenters	29	.....
Other shopmen	13	.....
Section foremen	25	.....
Other trackmen	89	.....
Switchmen, flagmen, and watchmen	3	.....
Telegraph operators and dispatchers	1	.....
Employés—account floating equipment	30	.....
All other employés and laborers	14	.....
Total	325	.....

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passen- gers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Total passenger revenue.....		\$344,628 82
Freight traffic:		
Number of tons carried of freight earning revenue.....	110,693	
Average distance haul of one ton.....	63	
Total freight revenue.....		258,870 26
Average receipts per ton per mile.....		05½
Train mileage:		
Miles run by passenger trains	177,095	
Miles run by freight trains	50,535	
Miles run by mixed trains	9,516	
Miles run by switching trains	1,825	
Miles run by construction and other trains, including pay trains	5,328	
Total train mileage.....	244,299	
Mileage of loaded freight cars—north	312,143	
Mileage of loaded freight cars—south	489,334	
Mileage of empty freight cars—north	222,043	
Mileage of empty freight cars—south	61,621	
Average number of freight cars in train	30	
Average number of loaded cars in train	20	
Average number of empty cars in train	10	
Average number of tons of freight in train	126	
Average number of tons of freight in each loaded car.....	6	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road—Whole Tons.	Total Freight Tonnage—Per Cent.
Products of agriculture:		
Grain.....	3,746	3.38
Flour.....	837	.76
Other mill products.....	1,600	1.45
Hay.....	1,620	1.45
Fruits and vegetables.....	4,498	4.05
Wine.....	7,418	6.70
Hops.....	1,524	1.38
Products of animals:		
Live stock.....	2,510	2.27
Wool.....	1,055	.96
Products of mines:		
Stone, sand, and other like articles.....	10,810	9.76
Products of forest:		
Charcoal.....	2,290	2.06
Lumber.....	10,882	9.83
Other products.....	19,777	17.87
Manufactures:		
Cement, brick, and lime.....	800	.73
Miscellaneous:		
Other commodities not mentioned above.....	41,231	37.25
Total tonnage.....	110,693	100.00

DESCRIPTION OF EQUIPMENT.

	Number Added During Year.	Total Number at end of Year.	Equipped with Train-brake.		Cars Fitted with Automatic Coupler.	
			No.	Kind.	No.	Kind.
Locomotives:						
Passenger.....	1	10	10	.....	.....	.....
Freight.....	1	4	2	.....	.....	.....
Switching.....		1	.....	.....	.....	.....
Totals.....	2	15	12	Westinghouse.	.....	.....
Cars in passenger service:						
First class passenger cars.....	}	39	39	Westinghouse.	39	Miller.
Second class passenger cars.....						
Combination passenger cars.....						
Baggage, express, and postal cars.....		4	4	Westinghouse.	4	Miller.
Totals.....		43	43	.....	43	.....
Cars in freight service:						
Box cars.....		78	}	Ordinary.	.....	.....
Flat cars.....		223				
Stock cars.....		14				
Other cars.....		76				
Totals.....		391	.....	.....	.....	.....
Cars in company's service:						
Other road cars.....		3	.....	Ordinary.	.....	.....

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.	Rails.	
				Iron.	Steel.
Length of single track.....	56	45½	101½	49	52½
Length of sidings.....	7	9	16	-----	-----
Aggregate length of all tracks.....	63	54½	117½	49	52½

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 1,795½ tons.

New ties laid during year, redwood, split, 5,294.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	5,264	3,235	6,881	177,095	56 pounds.
Freight				50,535	
Switching				1,825	
Construction				5,328	
Mixed				9,516	
Totals	5,264	3,235	6,881	244,299	
Average cost at distributing point.....	\$8 45	\$4 30			

ACCIDENTS.

Persons.	Number Killed.	Total.	Kind of Accident.	Number Killed.	Total.
Passengers	1	1	Other causes than collisions, derailments, coupling cars, and grade crossings.....		
Employés	1	1			
				2	2
Totals.....	2	2	Totals.....	2	2

CHARACTERISTICS OF ROAD.

Bridges:

Wooden, 7; combination, 1.

Trestles:

Aggregate length, 21,766.

Tunnels:

Number, 4; maximum length, 1,950 feet; minimum length, 550 feet; aggregate length of all tunnels, 4,920.

Gauge of track:

Four feet 8½ inches.

Telegraph:

Operated by this company, 79½ miles of line; number of stations on all roads operated by this company in California, 37; number of stations on all roads owned by this company in California, 37.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Donahue to Santa Rosa	Jan. 1, 1870.
From Santa Rosa to Windsor	Mar. 1, 1871.
From Windsor to Grants	April 10, 1871.
From Grants to Healdsburg	July 1, 1871.
From Healdsburg to Cloverdale	April 15, 1872.
From Fulton to Guerneville	May 29, 1876.
From Petaluma to San Rafael	June 2, 1879.
From San Rafael to Tiburon	May 1, 1885.
From Ignacio to Sears Point	June 1, 1888.

TABLE A.—GRANTS OR DONATIONS IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Interest Payable—By Whom.	When.	Rate.
County of Sonoma	1872	*\$3,000

* Per mile.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

H. C. Whiting, Vice-President of the San Francisco and North Pacific Railroad Company, and J. F. Beergin, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

H. C. WHITING.
J. F. BEERGIN.

Subscribed and sworn to before me, this thirty-first day of July, 1889.

J. F. KINGSWELL,
Notary Public.

VISALIA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia Railroad Company.
2. Date of organization: May 24, 1874.
3. State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
R. E. Hyde	Visalia	June 9, 1889.
E. Jacob	Visalia	June 9, 1889.
Solomon Sweet	San Francisco	June 9, 1889.
Jasper Harrell	Visalia	June 9, 1889.
John Cutter	Visalia	June 9, 1889.

Number of stockholders at date of last election: 5.
 Last meeting of stockholders for election of Directors: June 9, 1888.
 Post Office address of general office: Visalia.
 Post Office address of operating office: Visalia.

OFFICERS.

Title.	Name.	Location of Office.
President	R. E. Hyde	Visalia.
Vice-President	E. Jacob	Visalia.
Secretary	Julius Levy	Visalia.
Treasurer	E. Jacob	Visalia.

CAPITAL STOCK.

Description.	Par Value. of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$100,000 00	\$82,025 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		1,000	\$82,025 00

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$1,000,000 00	8½	* \$14,886 00

* Total cost per mile to date.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not included in Operating Expenses.
Construction.....	\$6,083 35
Equipment	2,081 50
Total construction and equipment	\$8,884 85

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.
Construction	\$81,916 20	\$6,083 35	\$87,999 55
Equipment.....	33,200 00	-----	33,200 00
Baggage, express, and postal cars.....	-----	2,801 50	2,801 00
Total cost construction and equipment.....	\$115,116 20	\$8,884 85	\$124,001 05

STOCKS OWNED.

Name.	Total Par Value.	Rate.	Income or Dividend Received.
R. E. Hyde.....	\$43,600 00	5%	\$2,080 00
Solomon Sweet.....	31,100 00	5%	1,555 00
E. Jacob.....	24,700 00	5%	1,235 00
Jasper Harrell.....	300 00	5%	15 00
John Cutter.....	300 00	5%	15 00

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
Fares, freight, express, and mail.....	\$30,525 16	-----	-----
Construction.....	-----	\$6,083 35	-----
Equipment.....	-----	2,801 50	-----
Taxes.....	-----	800 30	-----
Salaries.....	-----	8,500 00	-----
Other salaries.....	-----	421 32	-----
Insurance.....	-----	62 50	-----
Carage to C. P. R. R.....	-----	1,222 00	-----
Other items.....	-----	15 00	-----
-----	-----	\$19,905 97	\$10,619 19

INCOME ACCOUNT.

Gross earnings from operation.....	\$30,525 16	
Less operating expenses.....	19,905 97	
Income from operation.....		\$10,619 19
Dividends on stocks owned.....		4,900 00
Total income.....		\$15,519 19
Deductions from income:		
Taxes.....	\$800 30	
Total deductions from income.....		800 30
Net income.....		\$14,718 89

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road.....	\$87,999 55	Capital stock.....	\$82,025 00
Cost of equipment.....	36,001 50	Profit and loss.....	48,976 05
Lands owned.....	3,000 00		
Other assets.....	4,000 00		
	\$131,001 05		\$131,001 05

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$10,619 19	Taxes.....	\$800 30
Net amount realized from stock issued.....	82,025 00	Dividends.....	4,900 00
		Permanent improvements...	87,999 55
		Equipment.....	36,001 50

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue.....	\$16,668 93	
Total passenger revenue.....		\$16,668 93
Mail.....		196 48
Express.....		847 85
Total passenger earnings.....		\$17,713 26
Freight revenue.....	\$12,811 90	
Total freight revenue.....		12,811 90
Total passenger and freight earnings.....		\$30,525 16
Total gross earnings from operation.....		\$30,525 16

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.
Maintenance of way and structures:		
Repairs of roadway.....		\$6,083 35
Maintenance of equipment:		
Repairs and renewals of passenger cars.....	\$2,801 50	
Conducting transportation:		
Wages of enginemen, firemen, and roundhousemen.....	8,500 00	
Fuel for locomotives.....	2,286 06	
Station supplies.....	686 54	
Car mileage—balances.....	1,222 00	
Loss and damages.....	15 00	
Totals.....	\$15,511 10	\$6,083 35
Percentage of operating expenses to earnings.....		70.743

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3	None.	
Station agents.....	1	\$1,200 00	\$3 29
Enginemen.....	1	1,320 00	3 61.64
Conductors.....	1	720 00	1 97
Other trainmen.....	1	720 00	1 97
Section foremen.....	1	1,080 00	3 48
Other trackmen.....	4	3,116 00	2 50
Employés—account floating equipment.....		344 00	2 00
Totals.....	9	\$8,500 00	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue, and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	32,334	
Number of passengers carried one mile.....	None.	
Average distance carried.....	7½	
Total passenger revenue.....		\$18,688 93
Amount received from each passenger.....		50
Average receipts per passenger per mile.....		07
Freight traffic:		
Number of tons carried of freight earning revenue.....	9,998½	
Number of tons carried one mile.....	None.	
Average distance haul of one ton.....	7½	
Total freight revenue.....		12,811 90
Amount received for each ton of freight.....		2 00
Average receipts per ton per mile.....		28
Total train mileage.....	22	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight origi- nating on this Road— Whole Tons.	Freight Received from Connecting Roads and other Carriers —Whole Tons.	Total Freight Tonnage— Whole Tons.
Products of agriculture:			
Grain	737	1,133	
Flour	20	80	
Hay	700		
Products of animals:			
Live stock	202	130	
Products of forest:			
Lumber	120	1,041	
Manufactures:			
Petroleum and other oils		130	
Sugar		61	
Castings and machinery		101½	
Cement, brick, and lime	122	291½	
Wagons, carriages, tools, etc.		72½	
Wines, liquors, and beers		15	
Household goods and furniture	90	20	
Merchandise	836	2,529	
Miscellaneous:			
Other commodities not mentioned above	396	1,171	
Total tonnage	3,223	6,775½	9,998½

DESCRIPTION OF EQUIPMENT.

	Number Added During Year.	Total Number at End of Year.
Locomotives		3
Combination passenger cars	1	2

MILEAGE OF ROAD OPERATED.

Line in Use.	Miles.
Length of single track	7½
Length of yard track, sidings, and spurs	1
Aggregate length of all tracks	8½

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood—Cords.	Miles.
Passenger	509	48

Average cost at distributing point, \$4 50.

As we only run a mixed train, and have but one distributing point, the terminus, it is impossible to give cost separately from passenger or freight.

ACCIDENTS.

Derailment—Caught foot in a switch.

CHARACTERISTICS OF ROAD.

Gauge of track:

Standard.

Telegraph.

Owned by this company, $7\frac{1}{2}$ miles of line; $7\frac{1}{2}$ miles of wire. Operated by this company, $7\frac{1}{2}$ miles of line; $7\frac{1}{2}$ miles of wire. Number of stations on all roads operated by this company in California, one—the terminus.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

R. E. Hyde, President of the Visalia Railroad Company, and Julian Levy, Secretary of the said company, being duly sworn, deposes and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

R. E. HYDE,
JULIAN LEVY.

Subscribed and sworn to before me, this twenty-ninth day of May, 1889.

C. J. GIDDINGS,
Notary Public.

EEL RIVER AND EUREKA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Eel River and Eureka Railroad Company.
2. Date of organization: November 14, 1882.
3. State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John Nance.....	Eureka, California.....	January 10, 1890.
William Carson.....	Eureka, California.....	January 10, 1890.
W. J. Sweasey.....	Eureka, California.....	January 10, 1890.
Richard Sweasey.....	Eureka, California.....	January 10, 1890.
Stephen Hill.....	Eureka, California.....	January 10, 1890.
C. L. Rose.....	Eureka, California.....	January 10, 1890.
William S. Riddell.....	Eureka, California.....	January 10, 1890.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	John Nance.....	Eureka, Cal.
President.....	John Nance.....	Eureka, Cal.
Vice-President.....	Wm. Carson.....	Eureka, Cal.
Secretary.....	Wm. S. Riddell.....	Eureka, Cal.
Treasurer.....	Stephen Hill.....	Eureka, Cal.
General Solicitor, Attorney, or Counselor.....	Horace L. Smith.....	Eureka, Cal.
Superintendent.....	C. L. Rose.....	Eureka, Cal.
General Passenger, Ticket, and Freight Agent.....	Wm. S. Riddell.....	Eureka, Cal.
Assistant General Passenger and Ticket Agent.....	Fred. Axe.....	Eureka, Cal.

PROPERTY OPERATED.

Name.	Terminals.		Miles.
	From—	To—	
Eureka and Eel River Railroad Company ...	Eureka	Burrell's Station.	30

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$1,000 00	\$1,200,000 00	\$80,000 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		80	\$80,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and Now Outstanding.	Cash Realized on the Amount Outstanding.
	Date of Issue.	When Due.			
First mortgage	Oct. 1, 1883..	Dec. 1, 1903..	\$600,000 00	\$191,000 00	\$190,700 00

Class of Bond or Obligation.	Interest.			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
First mortgage	6 per cent ...	Apr. 1-Oct. 1	\$11,460 00	\$13,200 00

All equipment is mortgaged.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
First mortgage	Eureka	Burrells.....	25

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable.....	\$345,326 34	Cash	\$37,998 06
Audited vouchers and accounts.....	7,432 16	Due from agents	3,050 38
Matured interest coupons unpaid, due April 1	5,730 00	Due from solvent companies and individuals	315 98
Miscellaneous (matured interest).....	25,758 62	Balance—floating debt.....	384,247 12
Balance cash assets.....	41,364 42		
Total	\$425,611 54	Total	\$425,611 54

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock.....	\$80,000 00	30	\$2,666 66
Funded debt.....	191,000 00	30	6,366 67
Floating debt, balance of.....	384,247 12	30	12,808 24
Totals	\$655,247 12	30	\$21,841 57

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year.		
	Included in Operating Expenses.	Not Included in Operating Expenses.	Total Expenditures.
Construction:			
Fences	\$144 47	-----	\$144 47
Grading and bridge and culvert masonry	12,345 05	-----	12,345 05
Bridges and trestles	425 76	\$3,533 13	3,958 89
Other superstructure—tunnel	1,765 85	-----	1,765 85
Buildings, furniture, and fixtures	1,806 10	7,601 98	9,408 08
Shop machinery and tools	103 00	-----	103 00
Telegraph line—telephone	288 52	-----	288 52
Wharfing, etc.	531 63	4,864 61	5,396 25
Total construction	\$17,410 38	\$15,999 72	\$33,410 11
Equipment:			
Locomotives	2,313 61	-----	2,313 61
Passenger cars	44 39	4,300 00	4,344 39
Freight cars	595 02	-----	595 02
Floating equipment	1,343 61	8,144 85	9,488 46
Total equipment	\$4,296 63	\$12,444 85	\$16,741 48
Grand total construction and equipment ..	\$21,706 91	\$28,444 57	\$50,151 59

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.
Construction:			
Right of way	\$26,120 75	-----	\$26,120 75
Other real estate	7,860 00	\$953 00	8,813 00
Fences	5,290 01	144 47	5,434 48
Grading and bridge and culvert masonry	352,747 78	12,345 05	365,092 83
Bridges and trestles	6,985 70	425 76	7,411 46
Rails	164,013 01	-----	164,013 01
Ties	7,906 10	-----	7,906 10
Buildings, furniture, and fixtures	4,947 88	7,601 00	12,548 88
Wharfing, etc.	12,813 35	4,864 61	17,697 96
Total construction	\$588,684 58	\$26,333 89	\$615,018 47
Equipment:			
Locomotives	25,253 74	2,313 61	27,567 35
Passenger cars	12,975 95	4,300 00	17,275 95
Freight cars	8,165 85	-----	8,165 85
Other cars of all classes	20,247 39	3,251 10	23,498 49
Floating equipment	-----	8,144 85	8,144 85
Total equipment	\$66,642 93	\$18,009 56	\$84,652 49
Grand total cost construction and equipment	-----	-----	\$699,670 96

INCOME ACCOUNT.

Gross earnings from operation.....	\$143,441 05	
Less operating expenses	55,985 27	
Income from operation.....	\$87,455 78	
Total income		\$87,455 78
Deductions from income:		
Interest on funded debt accrued during year	13,200 00	
Interest and discount on floating debt paid during year ...	5,600 00	
Taxes.....	5,845 95	
Paid on account of floating debt.....	20,000 00	
Total deductions from income.....		44,645 95
Net income.....		\$43,809 63

DR.		GENERAL BALANCE SHEET.		CR.	
Cost of road.....	\$33,410 11	Capital stock.....		\$80,000 00	
Cost of equipment.....	16,741 48	Funded debt		191,000 00	
Cash items	41,364 42	Floating debt		378,517 12	
Profit and loss:		Accrued interest on funded			
Deficit from operation.....	607,540 74	debt not yet payable		5,730 00	
		Profit and loss:			
		Surplus from operation....		43,809 63	
	\$699,056 75				\$699,056 75

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue.....	\$50,407 03	
Total passenger revenue.....		\$50,407 03
Mail and express		1,635 53
Total passenger earnings		\$52,042 56
Freight revenue	\$85,458 63	
Other items—wharfage	4,728 41	
Total freight earnings.....		90,187 04
Total passenger and freight earnings		\$142,229 60
Other earnings from operations:		
Rentals of buildings, tracks, yards, and terminals.....		1,211 45
Total gross earnings from operation		\$143,441 05

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$6,977 47	\$6,977 47	\$13,954 94
Repairs of bridges and culverts	212 88	212 88	425 76
Repairs of fences, road crossings, signs, and cattle guards	72 24	72 23	144 47
Repairs of buildings	611 15	611 16	1,222 31
Repairs of docks and wharves	-----	531 63	531 63
Repairs of telegraph—telephone	144 26	144 26	288 52
Other expenses—repairs of tunnels	882 93	882 92	1,765 85
Totals	\$8,900 93	\$9,432 55	\$18,333 48
Maintenance and equipment:			
Repairs and renewals of locomotives ..	\$1,155 81	\$1,157 80	\$2,313 61
Repairs and renewals of passenger cars ..	44 39	-----	44 39
Repairs and renewals of freight cars ..	-----	595 02	595 02
Shop machinery, tools, etc.	734 34	734 33	1,468 67
Other expenses	1,190 59	1,190 58	2,381 17
Totals	\$3,125 13	\$3,677 73	6,802 86
Conducting transportation:			
Wages of enginemen, firemen, and roundhousemen	\$2,821 67	\$2,821 67	\$5,643 34
Fuel for locomotives	2,181 55	2,181 55	4,363 10
All other supplies for locomotives ..	309 61	309 61	619 22
Wages for other trainmen	1,943 99	1,943 99	3,887 98
Wages of station agents, clerks, and laborers	5,034 18	5,034 17	10,068 35
Station supplies	291 90	291 89	583 79
Loss and damage	14 25	99 71	113 96
Barges, floats, tugs, ferryboats, ex- penses of, including wages, fuel, and supplies	1,343 61	-----	1,343 61
Totals	\$13,940 76	\$12,682 59	\$26,623 35
General expenses:			
Salaries of officers	\$1,755 00	\$1,745 00	\$3,500 00
Legal expenses	-----	5 00	5 00
Stationery and printing	360 29	360 29	720 58
Totals	\$2,115 29	\$2,110 29	\$5,225 58
Recapitulation of expenses:			
Maintenance of way and structures ..	\$8,900 93	\$9,432 55	\$18,333 48
Maintenance of equipment	3,125 13	3,677 73	6,802 86
Conducting transportation	13,940 76	12,682 59	26,623 35
General expenses	2,115 29	2,110 29	5,225 58
Grand totals	\$28,082 11	\$27,903 16	\$55,985 27
Percentage of operating expenses to earnings	-----	-----	39.00

CONTRACTS, AGREEMENTS, ETC.

Contract—Between the Eel River and Eureka Railroad Company and Pacific Lumber Company, to transport lumber, shakes, shingles, etc., from Junction Station, on Eel River and Eureka Railroad, to South Bay. Said lumber to be loaded on cars of the Pacific Lumber Company, and handled on their cars for \$1 per thousand feet, board measure, and not less than four cars to be taken at any one time; empty cars to be returned to said Junction Station free of extra charge. Also to transport material for constructing and equipping their mills and railroad, loaded on their cars, from South Bay to Junction Station at 50 cents per ton. Contract to run twenty years from August 4, 1883.

Contract—For transporting redwood logs, loaded on cars of said Pacific Lumber Company, from Junction Station to mill of the Milford Mill, Land, and Lumber Company, and return empties. Said logs to be delivered for \$1 50 per thousand feet merchantable lumber. Said contract runs for three years from May 1, 1887.

Contract—With Milford Land and Lumber Company, to transport lumber on cars of said Milford Land and Lumber Company from their mill on Salmon Creek to their wharf at South Bay for 65 cents per thousand feet, board measure. This contract continues ten years from November 2, 1885.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	2	\$2,100 00	-----
General office clerks	1	900 00	-----
Station agents	11	-----	\$2 16 $\frac{2}{3}$
Other station men	3	-----	2 00
Enginemen	3	-----	2 50
Firemen	3	-----	1 16
Conductors	2	-----	2 50
Other trainmen	7	-----	1 16
Carpenters	1	-----	3 50
Section foremen	2	-----	2 25
Employés—account floating equipment	5	-----	2 01
All other employés and laborers	25	-----	2 00
Total	65	-----	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	62,384	
Number of passengers carried one mile	62,384	
Average distance carried	21	
Total passenger revenue		\$50,407 03
Amount received from each passenger		80
Average receipts per passenger per mile		03
Passenger earnings per mile of road		2,016 28
Passenger earnings per train mile		965 33
Freight traffic:		
Number of tons carried of freight earning revenue	15,482	
Number of tons carried one mile	15,482	
Total freight revenue		85,458 63
Shingles	69,373,926	
Lumber	44,677,039	
Shakes	3,931,591	
Passenger and freight:		
Passenger and freight earnings		142,229 60
Passenger and freight earnings per mile of road		5,500 04
Expense per mile of road		2,239 41
Total earnings per mile of road, including mails, express, etc.		5,689 18
Train mileage:		
Total mileage trains earning revenue	54,750	

TRAFFIC FREIGHT MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road—Whole Tons.
Products of agriculture:	
Grain—oats, wheat, barley	3,588
Hay	1,188
Fruit and vegetables	120
Butter	566
Products of animals:	
Wool	277
Products of forest:	
Shingles	69,373,926
Lumber	44,677,039
Shakes	3,931,591
Merchandise	9,865

DESCRIPTION OF EQUIPMENT.

	Number Added During Year.	Total Number at End of Year.	Equipped with Train-brake—Kind.	Cars Fitted with Automatic Coupler—Kind.
Locomotives:				
Passenger	1	3	Common.	Link.
Freight				
Switching				
Totals	1	3		
Cars in passenger service:				
First class passenger cars	1	3		
Combination passenger cars		1	Common.	Link.
Totals	1	4		
Cars in freight service:				
Box cars		10	Common.	Link.
Flat cars		28		
Totals		38		
Cars in company's service:				
Plow		1		
Totals		39		
Total owned		43		
Cars of other companies used for				
lumber—Pacific Lumber Co.		72	Common.	B.
Eel River Valley Lumber Co.		30	Common.	B.
Grand totals		145		

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.
Length of single track	25		25
Length of yard track, sidings, and spurs		5	5
Aggregate length of all tracks			30

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood— Cords.
Passenger, freight, switching, and construction	1,246
Average cost at distributing point, \$3 50.	

ACCIDENTS.

Persons.	Number Injured.	Total.	Kind of Accident.	Number Injured.	Total.
Employés	1	1	Coupling cars	1	1

CHARACTERISTICS OF ROAD.

Bridges:

Wooden, 1; combination, 1.

Trestles:

Aggregate length, 4,514 feet.

Tunnels:

Number, 1; aggregate length of all tunnels, 1,945 feet.

Gauge of track:

4 feet 8½ inches.

Telephone:

Owned by this company, 26 miles of line; number of stations on all roads operated by this company, 9; number of stations on all roads owned by this company, 9.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From South Bay to Burrell's Station
From Eureka to South Bay

STATE OF CALIFORNIA, }
County of Humboldt. } ss.

John Nance, President of the Eel River and Eureka Railroad Company, and Wm. S. Riddell, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

JOHN NANCE.
WM. S. RIDDELL.

Subscribed and sworn to before me, this second day of October, 1889.

DAVID CUTTER,
Notary Public.

NORTHERN CALIFORNIA RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Northern California Railroad Company.
2. Date of organization: September 6, 1884.
3. State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
N. D. Rideout.....	Marysville, California.....	.....
A. J. Binney.....	Marysville, California.....	.....
Norman Rideout.....	Marysville, California.....	.....
C. S. Brooks.....	Marysville, California.....	.....
James McWilliams.....	San Francisco.....	.....

Number of stockholders at date of last election: 5.
 Last meeting of stockholders for election of Directors: February, 1888.
 Post Office address of general office: Marysville, California.
 Post Office address of operating office: Marysville, California.

OFFICERS.

Title.	Name.	Location of Office.
President.....	N. D. Rideout .....	..... Marysville, Cal.
Secretary and Treasurer.....	Norman Rideout .....	..... Marysville, Cal.
General Manager.....	Andrew J. Binney.....	..... Marysville, Cal.

PROPERTY OPERATED.

Name.	Terminals.		Miles.
	From—	To—	
Northern California Railroad	Marysville, Cal.	Oroville, Cal.	26

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.
Capital stock, 3,200 shares—common.....	\$100 00	\$320,000 00
Manner of Payment for Capital Stock.	Total Cash Realized.	Number of Shares.
Issued for cash—common	3,200	\$320,000 00

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$320,000 00	26	\$12,308 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year, Included in Operating Expenses.
Construction:	
Bridges and trestles	\$527 10
Other superstructure	2,670 11
Buildings, furniture, and fixtures	290 14
Shop machinery and tools	53 10
Other items—track repairs	7,554 20
Total construction	\$11,094 65
Equipment:	
Locomotives	2,780 76
Passenger and freight cars	1,732 43
Total equipment	\$4,513 19
Grand total construction and equipment	\$15,607 84

COST OF ROAD AND EQUIPMENT.

(Road and equipments in running order purchased at Commissioners' mortgage foreclosure sale, January 22, 1881.)

INCOME ACCOUNT.

Gross earnings from operations	\$61,570 21	
Less operating expenses	36,921 55	
Income from operations	\$24,648 66	
Total income		\$24,648 66
Deductions from income:		
Taxes	1,833 90	
Total deductions from income		1,833 90
Net income		\$22,814 76

GENERAL BALANCE SHEET.

Capital stock	\$32,000 01
Profit and loss:	
Surplus from operation	26,991 30

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$24,648 66	Interest paid	\$1,833 90

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger revenue	\$22,044 02		
Less repayments—excess fares refunded		\$20 90	
Other repayments		21 00	
Total deductions		\$41 90	
Total passenger revenue			\$22,002 12
Mail			1,316 68
Express			1,905 70
Total passenger earnings			\$25,224 50
Freight revenue	\$37,194 06		
Less repayments—overcharged to shippers		\$766 70	
Other repayments		81 65	
Total deductions		\$848 35	
Total freight earnings			\$36,345 71
Total gross earnings from operation			\$61,570 21

OPERATING EXPENSES.

Items.	Chargeable to Passenger and Freight Traffic.
Maintenance of way and structures:	
Repairs of bridges and culverts	\$527 10
Repairs of buildings	290 14
Other expenses—track repairs, etc.	10,277 41
Total	\$11,094 65
Maintenance of equipment:	
Repairs and renewals of locomotives	\$2,780 76
Repairs and renewals of passenger and freight cars	1,732 43
Total	\$4,513 19
Conducting transportation:	
Wages of enginemen, firemen, roundhousemen, and other trainmen	\$6,381 83
Fuel for locomotives	4,854 65
All other supplies for locomotives	1,030 45
Wages of station agents, clerks, and laborers	7,154 76
Loss and damages	552 50
Other expenses—mail service	360 00
Total	\$20,334 19
General expenses:	
General office expenses and supplies	\$271 97
Other general expenses	707 55
Total	\$979 52
Recapitulation of expenses:	
Maintenance of ways and structures	\$11,094 65
Maintenance of equipment	4,513 19
Conducting transportation	20,334 19
General expenses	979 52
Grand total	\$36,921 55

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.
General officers	1	\$2,400 00
Station agents	3	
Enginemen	2	2,160 00
Firemen	2	1,440 00
Conductors	2	1,440 00

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Revenue and Rates.
Passenger traffic:	
Total passenger revenue	\$22,002 12
Passenger earnings per mile of road	846 00
Freight traffic:	
Total freight revenue	36,345 71
Freight earnings per mile of road	1,398 00
Passenger and freight:	
Passenger and freight earnings, not including mails, etc.	58,347 83
Passenger and freight earnings per mile of road	2,224 00
Expense per mile of road	1,480 00
Total earnings per mile of road, including mails, express, etc.	2,368 00

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.
Locomotives:	
Passenger.	2
Total	2
Cars in passenger service:	
First class passenger cars	2
Baggage, express, and postal cars	1
Total	3
Cars in freight service:	
Box cars	6
Flat cars	13
Other cars	3
Total	22

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.
Length of single track	26
Length of yard track, sidings, and spurs	1

STATE OF CALIFORNIA, }
County of Yuba. } ss.

N. D. Rideout, President of the Northern California Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

N. D. RIDEOUT.

Subscribed and sworn to before me, this second day of October, 1889.

CHAS. S. BROOKS,
Notary Public.

PART V.

REPORTS OF NARROW GAUGE ROADS.

REPORTS OF NARROW GAUGE ROADS.

SOUTH PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: South Pacific Coast Railway Company.
2. Date of organization: May 21, 1887.
3. General laws of the State of California.
4. Reference to charters of each, and all amendments of same:

Name.	Date of Incorporation.
Santa Cruz and Felton Railroad Company.....	Nov. 13, 1874.
South Pacific Coast Railroad Company.....	Mar. 29, 1879.
Bay and Coast Railroad Company.....	May 2, 1877.
Oakland Township Railroad Company.....	Jan. 7, 1881.
San Francisco and Colorado River Railroad Company.....	Jan. 16, 1883.
Felton and Pescadero Railroad Company.....	June 13, 1883.
Almaden Branch Railroad Company.....	April 6, 1887.

5. Authority: General laws of the State of California. Date: May 21, 1887.
7. Carrier operating the road of this company: Southern Pacific Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Leland Stanford	San Francisco.....	April 10, 1889.
C. P. Huntington	No. 23 Broad Street, New York.....	April 10, 1889.
C. F. Crocker	San Francisco.....	April 10, 1889.
W. E. Brown.....	San Francisco.....	April 10, 1889.
N. T. Smith.....	San Francisco.....	April 10, 1889.
W. V. Huntington.....	San Francisco.....	April 10, 1889.
Timothy Hopkins	San Francisco.....	April 10, 1889.

Number of stockholders at date of last election: 15.

Last meeting of stockholders for election of Directors: April 11, 1888.

Post Office address of general office: Fourth and Townsend Streets, San Francisco.

Post Office address of operating office: Fourth and Townsend Streets, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Leland Stanford	San Francisco.
Vice-President.....	Chas. F. Crocker	San Francisco.
Secretary.....	W. V. Huntington	San Francisco.
Treasurer.....	Timothy Hopkins.....	San Francisco.

Operating officers reported by lessee.

PROPERTY OPERATED.

(Reported by Southern Pacific Company, lessee.)

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$6,000,000 00	\$6,000,000 00

On account of consolidations details cannot be given.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Author- ized Issue.	Amount Issued and now Outstanding.
	Date of Issue.	When Due.		
First mortgage*	1887	1937	\$5,500,000 00	\$5,500,000 00

Class of Bond or Obligation.	Interest.			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
First mortgage	4 per cent.	Jan. and July	\$220,000 00	\$220,000 00

* Paid by Southern Pacific Company, lessee.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Bond Mortgaged.		
	From—	To—	Miles.
First mortgage, conveying all property of the South Pacific Coast Railway Co.	Alameda Mole ..	Santa Cruz	77.60
	Newark	Centerville	3.00
	Campbells	New Almaden	9.60
	Felton	Boulder Creek	7.30
	Felton Junction ..	Old Felton	1.70
	Alameda Point ..	Oakland, 14th St. ..	1.80
	Ferry .....	.....	3.00
	* Second track .....	.....	8.96

All engines, cars, steamers, and other equipment mortgaged.

* In Alameda and Oakland Cities.

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$6,000,000 00	104 }	\$108,653 85
Funded debt	5,500,000 00	104 }	
Totals	\$11,500,000 00	104	\$108,653 85

Includes cost of equipment and real estate. These items are not kept separately, and cannot be shown in detail.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year not Included in Operating Ex- penses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Fences	\$1,484 04	-----	\$1,484 04
Buildings, furniture, and fixtures	4,959 89	-----	4,959 89
Shop machinery and tools	2,590 49	-----	2,590 49
Sidings and yard extensions	25,021 08	\$207 30	24,813 78
Other items	138 37	-----	138 37
Water supply	1,136 51	-----	1,136 51
Total construction	\$35,330 38	\$207 30	\$35,126 08
Equipment:			
Locomotives	-----	2,000 00	2,000 00
Freight cars	45,625 00	-----	45,625 00
Floating equipment	34,714 83	-----	34,714 83
Total equipment	\$80,339 83	\$2,000 00	\$78,339 83
Grand total construction and equipment..	\$115,670 21	\$2,207 30	\$113,462 91

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Total Cost to Dec. 31, 1888.
Grand total cost construction and equipment.....	\$11,500,000 00	\$11,500,000 00

Owing to consolidation details cannot be shown.

INCOME ACCOUNT.

(Reported by Southern Pacific Company, lessee.)

INCOME ACCOUNT.—(For roads under lease only.)

Under the lease the lessee retains all earnings and provides for all expenses.
There is no income to South Pacific Coast Railway Company.

DR.

GENERAL BALANCE SHEET.

CR.

Cost of road	\$11,500,000 00	Capital stock	\$6,000,000 00
		Funded debt	5,500,000 00
		Accrued interest on funded debt not yet payable—pay- able by lessee.	
	\$11,500,000 00		\$11,500,000 00

EARNINGS FROM OPERATION.

(Reported by Southern Pacific Company, lessee.)

OPERATING EXPENSES.

(Reported by Southern Pacific Company, lessee.)

RENTALS PAID.

(Reported by Southern Pacific Company, lessee.)

CONTRACTS, AGREEMENTS, ETC.

(Reported by Southern Pacific Company, lessee.)

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

EMPLOYÉS AND SALARIES.

(Reported by Southern Pacific Company, lessee.)

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

(Reported by Southern Pacific Company, lessee.)

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF EQUIPMENT.

(Reported by Southern Pacific Company, lessee.)

MILEAGE OF ROAD OPERATED.

(Reported by Southern Pacific Company, lessee.)

CONSUMPTION OF FUEL BY LOCOMOTIVES.

(Reported by Southern Pacific Company, lessee.)

ACCIDENTS.

(Reported by Southern Pacific Company, lessee.)

CHARACTERISTICS OF THE ROAD.

(Reported by Southern Pacific Company, lessee.)

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Santa Cruz to Felton	Oct. 13, 1875.
From Alameda Point to Los Gatos.....	June 1, 1878.
From Los Gatos to Alma	Aug. 1, 1878.
From Alma to Wrights	May 1, 1879.
From Wrights to Felton	May 15, 1880.
From Alameda Point to Twelfth and Webster Streets, Oakland.....	May 30, 1881.
From Twelfth and Webster Streets, Oakland, to Fourteenth and Franklin Streets, Oakland	Oct. 1, 1886.
From Newark to Centerville	Feb. 18, 1882.
From Alameda Mole to Alameda Point.....	Mar. 15, 1884.
From Felton Junction to Boulder Creek	May 1, 1885.
From Campbells to Almaden	June 15, 1886.

STATE OF CALIFORNIA, } ss.
City and County of San Francisco.

Charles F. Crocker, President of the South Pacific Coast Railway Company, and W. V. Huntington, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

CHARLES F. CROCKER.
W. V. HUNTINGTON.

Subscribed and sworn to before me, this twenty-ninth day of June, 1889.

E. B. RYAN,
Notary Public.

NORTH PACIFIC COAST RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: North Pacific Coast Railroad Company.
2. Date of organization: December 16, 1871.
3. United States Government, and State of California. Incorporated under the general incorporation laws relative to railroad companies, approved May 20, 1861.
4. Original corporation.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Jno. W. Coleman.....	Oakland, Cal.....	.....February 11, 1889.
W. Steel.....	Oakland, Cal.....	.....February 11, 1889.
W. Young.....	San Francisco.....	.....February 11, 1889.
W. R. Fortune.....	San Francisco.....	.....February 11, 1889.
A. Borel.....	San Francisco.....	.....February 11, 1889.
C. Denervaud.....	San Francisco.....	.....February 11, 1889.
J. B. Mackie.....	Oakland, Cal.....	.....February 11, 1889.

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of Directors: February 13, 1888.

Post Office address of general office: No. 327 Pine Street, San Francisco.

Post Office address of operating office: No. 327 Pine Street, San Francisco.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President.....	Jno. W. Coleman.....	.....San Francisco.
Vice-President.....	W. Steel.....	.....San Francisco.
Secretary.....	F. B. Latham.....	.....San Francisco.
Treasurer.....	London and San Francisco Bank (limited).....	.....San Francisco.
Chief Engineer.....	R. B. Symington.....	.....San Francisco.
General Solicitor, Attorney, or Counsel.....	Chas. Page.....	.....San Francisco.
Auditor.....	F. B. Latham.....	.....San Francisco.
General Manager.....	Jno. W. Coleman.....	.....San Francisco.
Traffic Manager.....	W. F. Russell.....	.....San Francisco.
Superintendent.....	E. H. Shoemaker.....	.....Sausalito, Cal.
General Passenger and General Ticket Agent.....	F. B. Latham.....	.....San Francisco.
General Freight Agent.....	W. F. Russell.....	.....San Francisco.

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
North Pacific Coast Railroad.....	San Francisco	Duncan's Mills..	Main line.....	79½
North Pacific Coast Railroad.....	San Anselmo..	San Rafael.....	Branch line...	2
Northwestern Railroad of California.....	Duncan's Mills	Cazadero.....	Leased line...	7½
San Rafael and San Quentin Railroad.....	San Rafael.....	San Quentin....	Leased line...	3½
Total.....	.....	.....	.....	92½

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock (30,000 shares)—common.....	\$100 00	\$3,000,000 00	\$2,500,000 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common.....		25,000	\$2,500,000 00

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount now Outstanding.
	Date of Issue.	When Due.		
First mortgage.....	May 14, 1881.	Nov. 1, 1901..	\$600,000 00	\$590,000 00
Second mortgage.....	May 14, 1881.	Nov. 1, 1901..	500,000 00	491,000 00
First mortgage.....	Jan. 2, 1883.	Jan. 2, 1889..	150,000 00	9,000 00
Totals			\$1,250,000 00	150,000 00
				\$1,240,000 00

Class of Bond or Obligation.	Cash Realized on the Amount Outstanding.	Interest.			
		Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
First mortgage...	\$590,000 00	6 per cent...	May 1—Nov. 1.	\$35,400 00	\$35,400 00
Second mortgage...	491,000 00	6 per cent...	May 1—Nov. 1.	None.	None.
	9,000 00	6 per cent...	May 1—Nov. 1.	540 00	240 00
First mortgage...	150,000 00	6 per cent...	Jan. 2—July 2.	9,000 00	6,000 00
Totals	\$1,240,000 00			\$44,940 00	\$41,640 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			What Securities Mortgaged.
	From—	To—	Miles.	
First mortgage bonds*.....	San Francisco.	Shops	7	†5,958 acres.
Second mortgage bonds.....	Corte Madera.	Duncans	67½	
	San Anselmo.	San Rafael	2	
First mortgage bonds.....	Shops	Corte Madera.	5	

* All equipment and income mortgaged.

† Land in Sonoma County.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts.....	\$43,651 37	Cash	\$5,161 41
Wages and salaries.....	14,320 45	Bills receivable.....	745 00
Matured interest coupons unpaid, including coupons due July 1	43,750 00	Due from agents	6,719 85
Miscellaneous	181,928 51	Due from solvent companies and individuals	20,113 93
Total.....	\$283,650 33	Balance—floating debt.....	250,910 04
		Total.....	\$283,650 33

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock.....	\$2,500,000 00	81½	\$30,769 23
Funded debt	1,240,000 00	81½	15,261 54
Floating debt—balance of	250,910 04	81½	3,088 13
Totals	\$3,990,910 04	81½	\$49,118 90

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Total Expenditures during the Year.
Construction:	
Bridges and trestles—filling in	\$23,980 82
Rails	11,174 47
Total construction	\$35,155 29
Equipment:	
Freight cars	4,544 89
Total equipment.....	\$4,544 89
Grand total construction and equipment	\$39,700 18

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year 1888.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Grand total cost construction and equipment.....	\$3,150,829 01	\$4,544 89	\$3,155,373 90	\$38,835 37

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

INCOME ACCOUNT.

Gross earnings from operation	\$347,460 38	
Less operating expenses	274,226 43	
Income from operation	\$73,233 95	
Total income		\$73,233 95
Deductions from income:		
Interest on funded debt accrued during year	\$44,940 00	
Interest and discount on floating debt paid during year	100 26	
Taxes	6,795 62	
Other deductions	2,481 25	
Total deductions from income		54,317 13
Net income		\$18,916 82
Deficit on December 31, 1887		774,035 05
Surplus for year ending December 31, 1888		18,916 82
Deficit on December 31, 1888		755,118 23

Dr.

GENERAL BALANCE SHEET.

Cr.

Cost of road and equipment..	\$3,155,373 90	Capital stock	\$2,500,000 00
Cash items	32,740 29	Funded debt	1,240,000 00
Other assets:		Floating debt	239,900 33
Materials and supplies	1,890 00	Accrued interest on funded debt payable	300 00
Sundries	49,067 91	Accrued interest on funded debt not yet payable	43,450 00
Profit and loss:			
Deficit from operation	755,118 23		
Deficit from other business investments	29,460 00		
	\$4,023,650 33		\$4,023,650 33

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$73,233 95	Interest on funded debt paid	\$41,640 00
Net increase floating debt	17,483 36	Other interest paid	100 26
		Taxes	6,795 62
		Insurance	2,481 25
		Equipment	4,544 89
		Other expenditures—renewal account	35,155 29
	\$90,717 31		\$90,717 31

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$150,580 65
Mail	5,240 72
Express	13,730 52
Total passenger earnings	\$169,551 89
Total freight earnings	170,084 76
Total passenger and freight earnings	\$339,636 65
Other earnings from operations:	
Charter	1,150 00
Rents	4,360 05
Sundries	2,213 68
Total gross earnings from operations	\$347,460 38

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway.....	\$32,767 03
Repairs of bridges and culverts.....	7,418 44
Repairs of fences, road-crossings, signs, and cattle guards.....	273 28
Repairs of buildings.....	2,201 97
Repairs of docks and wharves.....	3,342 08
Maintenance of equipment:	
Repairs and renewals of locomotives.....	7,870 60
Repairs and renewals of passenger cars.....	5,408 80
Repairs and renewals of freight cars.....	4,701 74
Repairs and renewals of ferryboats, tugs, floats, and barges.....	10,908 08
Shop machinery, tools, etc.....	1,717 67
Other expenses.....	564 28
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen.....	14,635 81
Fuel for locomotives.....	33,782 52
Water supply for locomotives.....	2,364 76
Wages for other trainmen.....	12,366 07
All other train supplies.....	2,007 53
Expense of telegraph, including train dispatchers and operators.....	20,475 61
Car mileage—balances.....	255 05
Loss and damage.....	258 39
Injuries to persons.....	3,115 00
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, and supplies.....	77,980 71
General expenses:	
Salaries of officers.....	10,689 90
Salaries of clerks.....	4,350 00
Advertising.....	3,252 05
Rents of buildings, tracks, yards, and terminal.....	6,200 00
Legal expenses.....	1,619 20
Stationery and printing.....	2,698 51
Other general expenses.....	1,001 35
Recapitulation of expenses:	
Maintenance of way and structures.....	\$46,002 80
Maintenance of equipment.....	31,171 17
Conducting transportation.....	167,241 45
General expenses.....	29,811 01
Grand total.....	\$274,226 43
Percentage of operating expenses to earnings.....	78.11

RENTALS PAID.

San Rafael and San Quentin Railroad, and Northwestern Railroad of California—
included in general expenses.

CONTRACTS, AGREEMENTS, ETC.

1. Wells, Fargo & Co.
2. United States mails from San Francisco to Cazadero and from San Anselmo to San Quentin.
7. Western Union. We furnish agents and do their business free where one agent can attend to it; beyond that they furnish their own agent and operator.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers	4	\$9,450 00	\$6 45
General office clerks	3	3,030 65	2 65
Station agents	19	13,352 16	2 00
Other station men	77	12,445 30	2 12
Enginemen	9	8,871 75	4 00
Firemen	12	4,929 65	2 25
Conductors	8	5,991 52	3 00
Other trainmen	18	6,967 80	2 00
Machinists	4	2,096 22	3 50
Carpenters	1	1,450 43	3 50
Other shopmen	24	14,309 59	2 00
Section foremen	12	10,054 25	2 30
Other trackmen	102	44,914 85	1 10
Telegraph operators and dispatchers	1	1,200 00	3 33
All other employés and laborers	45	25,299 36	3 00
Totals	339	\$164,373 53	

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	696,606	
Number of passengers carried one mile	9,293,791	
Average distance carried	13.3	
Total passenger revenue		\$150,580 65
Amount received from each passenger		21.6
Average receipts per passenger per mile		01.6
Passenger earnings per mile of road		1,853 30
Passenger earnings per train mile		76.5
Freight traffic:		
Number of tons carried of freight earning revenue	82,591	
Number of tons carried one mile	4,178,688	
Average distance haul of one ton	50.62	
Total freight revenue		170,064 76
Amount received for each ton of freight		2 06
Average receipts per ton per mile		04
Freight earnings per mile of road		2,008 35
Freight earnings per train mile—south or west		1 56.6
Passenger and freight:		
Passenger and freight revenue		320,665 41
Passenger and freight earnings per mile of road		3,946 65
Expense per mile of road		3,375 09
Total earnings per mile of road, including mails, express, etc.		4,276 43
Train mileage:		
Miles run by passenger trains	196,688	
Miles run by freight trains	108,550	
Total mileage trains earning revenue	305,238	
Miles run by construction and other trains	30,275	
Total train mileage	335,513	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road. Whole Tons.	Total Freight Tonnage.	
		Whole Tons.	Per Cent.
Products of agriculture:			
Grain	205	205	.25
Hay	988	988	1.19
Fruit	655	655	.79
Potatoes	2,986	2,986	3.62
Butter	719	719	.87
Products of animals:			
Live stock	1,680	1,680	2.03
Dressed meats	521	521	.63
Products of forest:			
Bark	5,040	5,040	6.10
Lumber	25,160	25,160	30.47
Wood	21,169	21,169	25.63
Charcoal	731	731	.89
Merchandise	22,737	22,737	27.53
Total tonnage	82,591	82,591	100.00

DESCRIPTION OF EQUIPMENT.

	Number Added during the Year.	Total Num- ber at End of Year.	Equipped with Train Brake.	
			Number.	Kind.
Locomotives:				
Freight		8	8	Westinghouse air.
Switching		2	2	Westinghouse air.
Total		10		
Cars in passenger service:				
First class passenger cars		20	20	Westinghouse air.
Second class passenger cars		2	2	Westinghouse air.
Combination passenger cars		3	3	Westinghouse air.
Baggage, express, and postal cars		3	3	Westinghouse air.
Other cars in passenger service		2	2	Westinghouse air.
Total		30		
Cars in freight service:				
Box cars		30		
Flat cars	10	251		
Stock cars		13		
Total		294		
Cars in company's service:				
Other road cars		2		
Total		2		
Total owned		336		

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Leased.	Total Mileage.	Rails.	
					Iron.	Steel.
Length of single track.....	73½	2	11	86½	49½	36½
Length of yard track, sidings, and spurs.....	-----	-----	-----	12	12	-----
Aggregate length of all tracks.....	73½	2	11	98½	61½	36½

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger	1,146½	1,451½	3,353	166,622	40
Freight	285	2,916½	4,659	104,170	89
Construction	60	872½	1,368	30,275	90
Totals	1,491½	5,260½	9,380	301,067	
Average cost at distributing point	\$12 55	\$3 60			

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers	-----	4	4	Derailements	1	-----	1
Employés	1	1	2	Other causes.....	-----	5	5
Totals	1	5	6	Totals	1	5	6

CHARACTERISTICS OF ROAD.

Bridges:

Wooden, 13.

Tunnels:

Number, 5; maximum length, 2,629 feet; minimum length, 400 feet; aggregate length of all tunnels, 7,321 feet.

Gauge of track:

Three feet.

Number of stations on all roads operated by this company in California, 48.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Sausalito to Tomales	Jan. 11, 1875.
From Tomales to Howards	Oct. 16, 1876.
From Howards to Tyrone	April 2, 1877.
From Tyrone to Duncans	May 15, 1877.

TABLE A.—GRANTS OR DONATIONS IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Bonds—Character of.	Date.	Due.	Interest Payable—By Whom.	When.	Rate.	Total Amount of Bonds or Cash.
County.....	May 5, 1876	May 5, 1896	Marin Co.	Semi-annually	7%	\$160,000 00
Bonds Disposed of—Character of.			Amount of Bonds.	Cash Realized.	Discount.	
County.....			\$160,000 00	\$144,208 00	\$15,792 00	

STATE OF CALIFORNIA.

City and County of San Francisco. } ss.

John W. Coleman, President of the North Pacific Coast Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

JOHN W. COLEMAN.

Subscribed and sworn to before me, this eleventh day of May, 1889.

L. B. HARRIS,
Notary Public.

PACIFIC COAST RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Pacific Coast Railway Company.
2. Date of organization: September 22, 1882.
3. Incorporated under the laws of the State of California.
4. Consolidation of San Luis Obispo and Santa Maria Valley Railroad, incorporated April 22, 1875; and Pacific Coast Railroad, incorporated April 18, 1882.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
George C. Perkins.....	San Francisco	February 25, 1889.
John L. Howard.....	San Francisco	February 25, 1889.
Elijah Smith	New York	February 25, 1889.
J. J. Higgensen.....	New York	February 25, 1889.
J. N. Dennison.....	Boston, Mass.	February 25, 1889.
William Norris	San Francisco	February 25, 1889.
S. V. Smith	San Francisco	February 25, 1889.
S. G. Murphy.....	San Francisco	February 25, 1889.
Thomas R. Hayes	San Francisco	February 25, 1889.

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of Directors: February 20, 1889.

Post Office address of general office: No. 10 Market Street, San Francisco.

Post Office address of operating office: San Luis Obispo, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President.....	George C. Perkins.....	San Francisco.
Vice-President.....	John L. Howard.....	San Francisco.
Secretary.....	Edwin Goodall.....	San Francisco.
Treasurer.....	Oregon Improvement Company.....	San Francisco.
General Solicitor, Attorney, or Counsel.....	Groves, Turner & Groves	San Luis Obispo, Cal.
General Manager	J. M. Fillmore	San Luis Obispo, Cal.
General Agents.....	Goodall, Perkins & Co.	San Francisco.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$1,370,400 00	\$1,370,400 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		1,365	\$136,500 00
Issued for construction—common.....		12,339	1,233,900 00
Totals		13,704	\$1,370,400 00

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and now Outstanding.	Cash Realized on the Amount Outstanding.
	Date of Issue.	When Due.			
First mortgage....	Nov. 1, 1882..	Sept. 1, 1912..	\$1,370,000 00	\$1,370,000 00	\$2,603,900 00

Class of Bond or Obligation.	Interest.			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
First mortgage.....	6 per cent...	Semi-annual.	\$82,200 00	\$82,200 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
First mortgage.....	Port Harford...	Los Olivos.....	76.1

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including November 30.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$135,353 42	Bills receivable	\$10,455 29
Audited vouchers and accounts..	13,810 22	Due from agents	2,363 87
Net traffic balances due to other companies	4,855 33	Due from solvent companies and individuals.....	695 42
Matured interest coupons unpaid	20,550 00	Other cash assets.....	35,475 23
Total	\$174,568 97	Balance—floating debt.....	125,579 16
		Total	\$174,568 97

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$1,370,400 00	76.1	\$18,007 89
Funded debt	1,370,000 00	76.1	18,002 62
Floating debt—balance of	125,579 16	76.1	1,650 19
Totals	\$2,865,979 16	76.1	\$37,660 70

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not Included in Operating Expenses.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Right of way	\$1,478 05	-----	\$1,478 05
Other real estate	360 00	-----	360 00
Fences	2,017 09	-----	2,017 09
Grading and bridge and culvert masonry	2,924 13	\$2,926 66	2 53
Bridges and trestles	461 68	-----	461 68
Rails	-----	5,804 59	5,804 59
Ties	-----	2,285 80	2,285 80
Buildings, furniture, and fixtures	7,675 75	237 95	7,437 80
Shop machinery and tools	43 22	-----	43 22
Engineering expenses	103 05	-----	103 05
Telegraph line	487 95	-----	487 95
Wharfing, etc.	22,761 08	-----	22,761 08
Sidings and yard extensions	271 38	-----	271 38
Other items	631,158 91	-----	631,158 91
Total construction	\$669,742 29	\$11,255 00	\$658,487 29
Equipment:			
Locomotives	390 33	-----	390 33
Passenger cars	11,338 22	-----	11,338 22
Combination cars	12,275 75	-----	12,275 75
Freight cars	6,432 92	-----	6,432 92
Total equipment	\$20,437 22	-----	\$20,437 22
Grand total construction and equipment ..	\$690,179 51	\$11,255 00	\$678,924 51

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Nov. 30, 1887.	Net Additions during Year.	Total Cost to Nov. 30, 1888.	Cost per Mile.
Total equipment	\$2,277,028 83	\$678,924 51	\$2,955,953 34	\$38,843 01

No details previous years.

INCOME ACCOUNT.

Gross earnings from operation	\$260,783 25	
Less operating expenses	148,033 51	
Total income		\$112,749 74
Deductions from income:		
Interest and discount on floating debt paid during year	83,305 00	
Total deductions from income		83,305 00
Net income		\$29,444 74

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road and equipment..	\$2,955,953 34	Capital stock.....	\$1,370,400 00
Cash items:		Funded debt	1,370,000 00
Agents and conductors.....	2,363 87	Accrued interest on funded	
Bills for collections.....	10,455 29	debt not yet payable	20,550 00
Post Office department.....	695 42	Oregon Improvement Com-	
Other assets:		pany (Treasurer).....	63,941 84
Materials and supplies	35,475 23	Oregon Improvement Com-	
		pany (contractors).....	71,411 58
		Miscellaneous balances.....	17,140 40
		Profit and loss:	
		Surplus from operation....	91,499 33
	<u>\$3,004,943 15</u>		<u>\$3,004,943 15</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$112,749 74	Interest on funded debt paid..	\$83,305 00
Net amount realized from		Equipment	20,437 22
bonds issued	221,000 00	Constructing new road	221,000 00
		Increase of cash assets	9,007 52
	<u>\$333,749 74</u>		<u>\$333,749 74</u>

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Re- payments, etc.	Actual Earnings.
Passenger revenue	\$46,542 85		
Excess fares refunded		\$61 80	
Total deductions		\$61 80	
Total passenger revenue			\$46,481 05
Mail			3,825 27
Express			648 09
Total passenger earnings			\$50,954 41
Freight revenue	\$170,815 16		
Overcharged to shippers		\$3,123 94	
Total deductions		\$3,123 94	
Total freight earnings			167,691 22
Total passenger and freight earnings			\$218,645 63
Other earnings from operation	\$42,137 62		
Total other earnings			42,137 62
Total gross earnings from operation			\$260,783 25

OPERATING EXPENSES.

Items.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$11,125 19	\$12,668 18	\$23,793 37
Renewals of rails.....	369 55	420 10	789 65
Repairs of bridges and culverts.....	234 32	266 37	500 69
Repairs of fences, road-crossings, signs, and cattle guards.....	664 90	755 93	1,420 82
Repairs of buildings.....	4,932 57	5,607 12	10,539 69
Repairs of docks and wharves.....	50 57	57 49	108 06
Repairs of telegraph.....	291 47	331 33	622 80
Other expenses.....			
Totals.....	\$17,668 66	\$20,106 52	\$37,775 18
Maintenance of equipment:			
Repairs and renewals of locomotives.....	\$2,671 63	\$3,036 99	\$5,708 62
Repairs and renewals of passenger cars.....	748 60	850 98	1,599 58
Repairs and renewals of freight cars.....	1,470 01	1,671 07	3,141 08
Shop machinery, tools, etc.	414 89	471 64	886 53
Totals.....	\$5,305 13	\$6,030 68	\$11,335 81
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen.....	\$3,838 90	\$4,359 61	\$8,198 51
Fuel for locomotives.....	11,600 92	13,187 38	24,788 30
Water supply for locomotives.....	259 63	285 16	554 79
All other supplies for locomotives.....	373 24	424 30	797 54
Wages for other trainmen.....	2,912 29	3,310 57	6,222 86
All other train supplies.....	536 23	609 79	1,146 02
Wages of station agents, clerks.....	4,903 46	5,574 03	10,477 49
Station supplies.....	1,236 47	1,405 56	2,642 03
Loss and damage.....	3,568 79	4,054 71	7,623 50
Injuries to persons.....	93 60	106 40	200 00
Other expenses.....	8,151 48	9,266 23	17,417 71
Totals.....	\$37,475 01	\$42,593 74	\$80,068 75
General expenses:			
Salaries of officers.....	\$982 80	\$1,117 20	\$2,100 00
Salaries of clerks.....	280 80	319 26	600 00
General office expenses and supplies.....	327 60	372 40	700 00
Agencies, including salaries and rent.....	2,890 93	3,286 29	6,177 22
Advertising.....	221 41	251 69	473 10
Insurance.....	4 91	5 62	10 53
Legal expenses.....	234 75	266 86	501 61
Other general expenses.....	3,880 33	4,410 98	8,291 31
Totals.....	\$8,823 53	\$10,030 24	\$18,853 77
Recapitulation of expenses:			
Maintenance of way and structures.....	\$17,668 66	\$20,106 52	\$37,775 18
Maintenance of equipment.....	5,305 13	6,030 68	11,335 81
Conducting transportation.....	37,475 01	42,593 74	80,068 75
General expenses.....	8,823 53	10,030 24	18,853 77
Grand totals.....	\$69,272 33	\$78,761 18	\$148,033 51
Percentage of operating expenses to earnings..	26.5	30.2	56.7

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express.

To transport their freight and treasure over line between all stations at first class freight rates for freight.

United States Government Post Office Department.

Carry mails—route 46,041, San Luis Obispo to Los Angeles, and route 46,040, San Luis Obispo to Port Harford.

Pacific Coast Steamship Company.

Sale of coupon tickets by us over their line, and they sell over this company's line.

Western Union Telegraph Company.

This company furnishes operators for transacting their business over wires along line of railway constructed by telegraph company.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
Manager	1	\$3,600 00	\$9 86
Accountant	1	1,500 00	4 10
Master Mechanic	1	1,800 00	4 93
General office clerks	1	750 00	2 05
Stenographer	1	480 00	1 31
Station agents	7	6,000 00	2 34
Other station men	4	2,400 00	1 65
Enginemmen	2	2,800 00	4 00
Firemen	2	1,400 00	2 00
Conductors	2	2,040 00	2 79
Other trainmen	2	1,320 00	1 80
Machinist	1	1,200 00	3 28
Carpenters	2	2,550 00	3 75
Other shopmen	4	2,890 00	2 12
Section foremen	4	2,880 00	2 00
Other trackmen	20	9,600 00	1 60
Telegraph operators and dispatchers	1	300 00	82
All other employés and laborers	20	10,000 00	2 00
Totals	76	\$53,510 00	\$52 40

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passen- gers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	57,175	
Number of passengers carried one mile	1,356,566	
Average distance carried	23.7	
Total passenger revenue		\$46,481 05
Amount received from each passenger		79.312
Average receipts per passenger per mile		03.426
Cost of carrying each passenger one mile		02.789
Passenger earnings per mile of road		610 78
Passenger earnings per train mile		772 68
Freight traffic:		
Number of tons carried of freight earning revenue	91,502.7	
Number of tons carried one mile	2,388,700.44	
Average distance haul of one ton	26.1	
Total freight revenue		167,691 22
Amount received for each ton of freight		1 83.2
Average receipts per ton per mile		07.002
Cost of carrying one ton one mile		03.381
Freight earnings per mile of road		2,203 56
Freight earnings per train mile—north, east, south, or west		2 05
Passenger and freight:		
Passenger and freight earnings		214,172 27
Passenger and freight earnings per mile of road		2,814 34
Expense per mile of road		1,945 10
Total earnings per mile of road, including mails, express, etc.		3,426 84

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

PASSENGER, FREIGHT, AND TRAIN MILEAGE—Continued.

	Tonnage, Number Passen- gers, Mileage, Number of Cars.	Revenue and Rates.
Train mileage:		
Miles run by passenger trains	60,155	
Miles run by freight trains	62,648	
Miles run by mixed trains	19,127	
Total mileage trains earning revenue	141,925	
Miles run by construction and other trains	4,905	
Total train mileage	146,830	
Mileage of loaded freight cars—north, east, south, or west..	288,606	
Mileage of empty freight cars—north, east, south, or west..	110,505	
Average number of freight cars in train	15	
Average number of loaded cars in train	10	
Average number of empty cars in train	15	
Average number of tons of freight in train	100	
Average number of tons of freight in each loaded car.....	10	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on This Road— Whole Tons.	Freight Received from Connecting Roads and other Carriers— Whole Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of agriculture:				
Grain	27,668	15	27,683	30.27
Mill products	198		198	.21
Products of animals:				
Live stock	1,915	23	1,938	2.12
Wool	145		145	.16
Hides and leather	100		100	.11
Butter	979		979	1.07
Cheese	118		118	.13
Products of mines:				
Anthracite coal		3,311	3,311	3.61
Ores	635		635	.69
Asphaltum	190		190	.21
Bituminous rock	19,063		19,063	20.33
Products of forest:				
Lumber		21,770	21,770	23.79
Wood	1,524		1,524	1.67
Manufactures:				
Agricultural implements		197	197	.21
Merchandise	4,877	8,775	13,652	14.92
Total tonnage	57,412	34,091	91,503	100.00

DESCRIPTION OF EQUIPMENT.

	Total Number at end of Year.	Equipped with Train-brake.		Cars fitted with Au- tomatic Coupler.	
		No.	Kind.	No.	Kind.
Locomotives:					
Passenger	2	2	Air.		
Freight.....	3				
Totals	5	2	Air.		
Cars in passenger service:					
First class passenger cars	7	7	Air.	7	Miller.
Baggage, express, and postal cars.....	2	2	Air.	2	Miller.
Totals	9	9	Air.	9	Miller.
Cars in freight service:					
Box cars	22	3	Air.		
Flat cars	177		Air.		
Stock cars	9	1	Air.		
Totals	208	4	Air.		
Cars in company's service:					
Derrick cars.....	1				
Caboose cars	2				
Other road cars	12				
Totals	15				
Total owned.....	237	15		9	

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	Rails—Iron.	Rails—Steel.
Length of single track	76.1	76.1	8.8	67.3
Length of yard track, sidings, and spurs.....	4.4	4.4	4.4	
Aggregate length of all tracks.....	80.5	80.5	13.2	67.3

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Con- sumed—Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger	728.36	425.72	7,342.14	60,155	44.62
Freight	1,323.20	149.50	1,536.89	62,643	49.07
Switching.....	126.11	17.63	151.85	18,127	15.87
Construction.....	37.11	76.40	146.36	4,905	59.67
Totals	2,214.78	669.25	3,177.24	146,830	43.27
Average cost at dis- tributing point..	\$9 48	\$5 36			

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

ACCIDENTS.

Persons.	Number Killed.	Number Injured.	Total.	Kind of Accident.	Number Killed.	Number Injured.	Total.
Passengers		1	1	Other causes than collisions, derailments, coupling cars, and grade crossings			
Employés	1	3	4				
					1	4	5
Totals	1	4	5	Totals.....	1	4	5

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.....	Length of Straight Track—Miles.....
Port Harford	76.1	100	26.5	49.6

Working Divisions or Branches.	Length of Level Track—Miles.....	Profile.					
		Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles.....	Number	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles.....
Port Harford	3.1	25	2,070	58.3	21	1,717	14.7

Bridges :

Wooden, 2; combination, 1.

Trestles :

Aggregate length, 4,300 feet.

Gauge of track :

Three feet.

Telegraph :

Operated by Western Union Telegraph Company, 76½ miles of line.

Number of stations on all roads operated by this company in California, 21; number of stations on all roads owned by this company in California, 21.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Avila to Castro	Feb. 1, 1876.
From Castro to San Luis Obispo	Aug. 16, 1876.
From Port Harford to Avila	Dec. 1, 1876.
From San Luis Obispo to Arroyo Grande	Oct. 16, 1881.
From Arroyo Grande to Santa Maria	June 1, 1882.
From Santa Maria to Los Alamos	Oct. 11, 1882.
From Los Alamos to Los Olivos	Nov. 17, 1887.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

George C. Perkins, President of the Pacific Coast Railway Company, and Edwin Goodall, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that, as now furnished by them to the Board of Railroad Commissioners, they are in all respects just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

GEO. C. PERKINS.
EDWIN GOODALL.

Subscribed and sworn to before me, this twenty-seventh day of August, 1889.

JAS. KING,
Notary Public.

SONOMA VALLEY RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Sonoma Valley Railroad Company.
2. Date of organization: July 24, 1878.
3. Under general laws of State of California.
4. Reference to charters of each, and all amendments of same:

	Date of Incorporation.
Sonoma Valley Railroad	Aug. 23, 1880.
Sonoma and Santa Rosa Railroad	Aug. 15, 1882

5. Consolidated, 1885.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
James M. Donahue	San Francisco	Second Monday in July.
H. C. Whiting	San Francisco	Second Monday in July.
Russel J. Wilson	San Francisco	Second Monday in July.
R. H. Lloyd	San Francisco	Second Monday in July.
O. P. Evans	San Francisco	Second Monday in July.

Number of stockholders at date of last election: 7.

Last meeting of stockholders for election of Directors: Second Monday in July, 1887.

Post Office address of general office: No. 410 Mission Street, San Francisco.

Post Office address of operating office: San Rafael, Cal.

OFFICERS.

Title.	Name.	Location of Office.
President	James M. Donahue	San Francisco.
Vice-President	H. C. Whiting	San Francisco.
Secretary	S. W. Hoyt	San Francisco.
Cashier	Peter J. McGlynn	San Francisco.
Chief Engineer	F. R. Zork	San Francisco.
General Solicitor, Attorney, or Counsel	E. S. Lippitt	San Francisco.
Auditor	S. W. Hoyt	San Francisco.
General Superintendent	H. C. Whiting	San Francisco.
General Passenger and Ticket Agent	Peter J. McGlynn	San Francisco.
General Freight Agent	Charles Thorn, Jr.	San Francisco.

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
Sonoma Valley Railroad	Sonoma Landing	Glen Ellen ..	Branch	21.45
Sonoma Valley Railroad	Ignacio	Sears Point ..	.....	7.47
Total .....	.....	.....	.....	28.92

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$200,000 00	\$200,000 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		200	\$200,000 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Wages and salaries.....	\$2,111 75	Due from agents	\$1,214 15
Net traffic balances due to other companies.....	10,774 59	Due from solvent companies and individuals	799 74
		Balance—floating debt	10,872 45
Total.....	\$12,886 34	Total.....	\$12,886 34

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$200,000 00
Floating debt, balance of.....	10,872 45
Total	\$210,872 45

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not Included in Operating Expenses.
Total construction.....	\$262 08

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year 1888.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Construction:				
Right of way.....				
Other real estate.....				
Fences.....				
Grading and bridge and cul- vert masonry.....	\$234,929 85	\$262 08	\$235,191 93	
Bridges and trestles.....				
Rails.....				
Ties.....				
Other superstructure.....				
Buildings, furniture, and fix- tures.....	5,980 84		5,980 84	
Shop machinery, tools.....	1,330 61		1,330 61	
Total construction.....	\$242,241 30	\$262 08	\$242,503 38	\$8,379 50
Equipment:				
Locomotives.....	\$15,500 00		\$15,500 00	
Sleeping, parlor, and dining cars.....				
Baggage, express, and postal cars.....	27,999 00		27,999 00	
Combination cars.....				
Freight cars.....				
Other cars of all classes.....				
Total equipment.....	\$43,499 00		\$43,499 00	\$1,503 05
Grand total cost construction and equipment.....	\$285,740 30	\$262 08	\$286,002 38	\$9,882 55

STOCKS OWNED.

Name.	Total Par Value.
Capital stock (200 shares).....	\$200,000 00

INCOME ACCOUNT.

Gross earnings from operation.....	\$67,241 89	
Less operating expenses.....	39,687 72	
Income from operation.....		\$27,554 17
Deductions from income:		
Taxes.....	\$994 71	
Rentals.....	6,000 00	
Total deductions from income.....		\$6,994 71
Net income.....		\$20,559 46
Surplus on December 31, 1888.....		\$20,559 46

INCOME ACCOUNT.—(For roads under lease only.)

Income from lease of road.....	\$6,000 00
Taxes.....	994 71

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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DR.		GENERAL BALANCE SHEET.	CR.
Cost of road	\$241,172 77	Capital stock	\$200,000 00
Cost of equipment	44,829 61	Floating debt	12,886 34
Other permanent investments	1,255 10	Profit and loss:	
Other assets:		Surplus from operations ..	81,108 00
Materials and supplies	4,722 97		
Sundries	2,013 89		
	<u>\$293,994 34</u>		<u>\$293,994 34</u>

FINANCIAL OPERATIONS FOR THE YEAR.

Net income from operations\$20,559 46

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Passenger revenue	\$34,025 75
Mail	1,349 37
Express	1,105 17
Freight revenue	30,758 60
Rentals of buildings, tracks, yards, and terminals	3 00
Total gross earnings from operation	<u>\$67,241 89</u>

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$10,005 07
Renewals of rails	
Renewals of ties	
Repairs of bridges and culverts	302 84
Repairs of buildings	259 95
Repairs of docks and wharves	8 32
Maintenance of equipment:	
Repairs and renewals of locomotives	2,757 47
Repairs and renewals of passenger cars	
Repairs and renewals of freight cars	
Repairs and renewals of ferryboats, tugs, floats, and barges	757 83
Shop machinery, tools, etc.	2 00
Conducting transportation:	
Fuel for locomotives	6,555 82
Water supply for locomotives	60 00
Wages for trainmen	1,429 45
All other train supplies	
Wages of station agents, clerks, and laborers	
Station supplies	2,561 02
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, supplies	9,600 00
Other expenses	22 00
General expenses:	
Salaries of officers	600 00
Salaries of clerks	3,148 00
Advertising	1,160 90
Stationery and printing	457 05
Total	<u>\$39,687 72</u>
Percentage of operating expenses to earnings (excluding taxes and rent) ..	59.02

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

RENTALS PAID.

Items.	Cash.	Total.
Marin and Napa Railroad.....	\$6,000 00	\$6,000 00

IMPORTANT CHANGES DURING THE YEAR.

Marin and Napa Railroad, June 1, 1888, 7.49 miles.

EMPLOYÉS AND SALARIES.

This company is operated by the San Francisco and North Pacific Railroad. The salary of officers and clerks is shown in report of that company.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Total passenger revenue.....		\$34,025 75
Freight traffic:		
Number of tons carried of freight earning revenue	24,223	
Total freight revenue		30,758 60
Average receipts per ton per mile.....		05
Passenger and freight:		
Passenger and freight earnings		64,784 35
Train mileage:		
Miles run by passenger trains	21,051	
Miles run by freight trains	15,814	
Total train mileage	36,865	
Mileage of loaded freight cars—north.....	20,071	
Mileage of loaded freight cars—south.....	42,918	
Mileage of empty freight cars—north	24,219	
Mileage of empty freight cars—south	1,214	
Average number of freight cars in train	8	
Average number of loaded cars in train	6	
Average number of empty cars in train	2	
Average number of tons of freight in train	24	
Average number of tons of freight in each loaded car...	4	

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road— Whole Tons.	Total Freight Tonnage— Per Cent.
Products of agriculture:		
Grain.....	116	.48
Flour.....	80	.32
Hay.....	15	.07
Fruit and vegetables.....	801	3.30
Wine.....	5,060	20.90
Hops.....	53	.21
Products of animals:		
Live stock.....	8	.03
Wood.....	1	.01
Products of mines:		
Stone, sand, and other like articles.....	3,152	1.301
Products of forest:		
Charcoal.....	424	1.74
Lumber.....	380	1.56
Other products.....	82	.33
Miscellaneous:		
Other commodities not mentioned above.....	14,050	58.04
Total tonnage.....	24,223	100.00

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.
Locomotives.....	*3
Cars in passenger service:	
Second class passenger cars and combination passenger cars.....	6
Total.....	*6
Cars in freight service:	
Box cars.....	4
Flat cars.....	30
Other cars.....	8
Total.....	†42

* Westinghouse air brake. † Ordinary hand brake.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	New Line Constructed During Year.	Rails— Iron.
Length of single track.....	28.94	28.94	7.49	28.94
Length of yard track, sidings, and spurs.....	1.50			1.50
Aggregate length of all tracks.....				30.44

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.	Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger ----- } Freight ----- }	567	125	629	{ 21,051 15,814 }	34 pounds.
Total -----	567	125	629	36,865	
Average cost at distributing point -----	\$8 00	\$4 00			

CHARACTERISTICS OF ROAD.

Trestles:

Aggregate length, 6,520 feet.

Gauge of track:

Three feet.

Telegraph.

Number of stations on all roads operated by this company in California, 13; number of stations on all roads owned by this company in California, 13.

STATE OF CALIFORNIA, } ss.
City and County of San Francisco. }

H. C. Whiting, Vice-President of the Sonoma Valley Railroad Company, and J. F. Burgin, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

H. C. WHITING.
J. F. BURGIN.

Subscribed and sworn to before me, this thirty-first day of July, 1889.

J. F. KINGSWELL,
Notary Public.

CARSON AND COLORADO RAILROAD COMPANY—(THIRD DIVISION).

HISTORY.

1. Name of common carrier making this report: Carson and Colorado Railroad Company—(third division).
2. Date of organization: November 21, 1881.
3. State of California.
4. Is not a consolidated company.
7. Carrier operating the road of this company: Carson and Colorado Railroad Company (Nevada incorporation).

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. M. Yerrington.....	Carson City, Nevada.....	Until successor qualifies.
D. L. Bliss.....	Carson City, Nevada.....	Until successor qualifies.
D. A. Bender.....	Carson City, Nevada.....	Until successor qualifies.
W. S. Wood.....	San Francisco.....	Until successor qualifies.
M. B. Langhorne.....	San Francisco.....	Until successor qualifies.
J. H. Dobinson.....	San Francisco.....	Until successor qualifies.

Number of stockholders at date of last election: 13.

Last meeting of stockholders for election of Directors: November 17, 1885.

Post Office address of general office: Carson City, Nevada; San Francisco, over Bank of California.

Post Office address of operating office: Carson City, Nevada.

OFFICERS.

Title.	Name.	Location of Office.
President.....	H. M. Yerrington.....	Carson City, Nevada.
Vice-President.....	W. S. Wood.....	San Francisco.
Secretary.....	D. A. Bender.....	Carson City, Nevada.
Treasurer.....	S. P. Smith.....	Sacramento, Cal.

Officers of Carson and Colorado Railroad Company, Lessees of this Line.

Title.	Name.	Location of Office.
Chief Engineer.....	Robert J. Laws.....	Hawthorne, Nevada.
Auditor.....	George F. Mills.....	Carson City, Nevada.
General Superintendent.....	H. M. Yerrington.....	Carson City, Nevada.
Assistant Superintendent.....	Robert J. Laws.....	Hawthorne, Nevada.
General Passenger, Ticket, and Freight Agent.....	D. A. Bender.....	Carson City, Nevada.
Superintendent of Telegraph ..	A. M. Ardery.....	Carson City, Nevada.
General Baggage Agent.....	D. A. Bender.....	Carson City, Nevada.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—35,000 shares common.....	\$100 00	\$3,500,000 00	\$1,620,000 00
Manner of Payment for Capital Stock.			Number of Shares.
Issued for construction—common			16,200

No dividends earned or paid.

The above 16,200 shares of capital stock were issued to certain contractors in payment for the construction (and equipment therefor) of 108 miles of railroad, at the rate of \$15,000, commencing at a point on State line and extending to a point at or near Keeler, Inyo County, California.

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and Now Outstanding.	Interest Accrued During Year.
	Date of Issue.	When Due.			
Series "C," 30 years.....	July 1, 1888..	1918...	\$1,620,000 00	\$1,620,000 00	\$48,600 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
First mortgage 6 per cent 30 year	California and Nevada line....	Keeler	108

All equipment and income mortgaged.

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock.....	\$1,620,000 00	108	\$15,000 00
Funded debt	1,620,000 00	108	15,000 00

Balance of floating debt assumed by lessee.

PERMANENT IMPROVEMENTS FOR THE YEAR.

Statistics not kept, for the reason that the railroad and equipment of the company have been leased to the Carson and Colorado Railroad Company, which company maintains the property.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to December 31.
Grand total cost construction and equipment.....	\$3,240,000 00

Unable to furnish this information in detail, as the railroad of the company and its equipment were paid for under contract by an issue of its capital stock at the rate of \$15,000 per mile, and by an issue of bonds at same rate. Company's books therefore show cost of road and equipment to be \$30,000 per mile.

INCOME ACCOUNT.

Statistics for this company's line not kept separate from operations of lessee.
Maintenance of company's property the only rental.

INCOME ACCOUNT.—(For roads under lease only.)

Nothing in excess of cost of maintenance of road and equipment.

REVENUE FOR THE YEAR.

The railroad and other property (equipment) of this company is leased to and operated by the Carson and Colorado Railroad Company (an incorporation of the State of Nevada), the consideration being that lessee will maintain and preserve the property, pay and discharge at maturity all taxes, duties, and assessments that may be imposed thereon. No net revenue has been received by said lessee, as the earnings have not been sufficient to meet fixed charges (interest on funded debt) and operating expenses of the property.

D. A. BENDER, Secretary.

EARNINGS FROM OPERATION.

(Reported by lessee.)

OPERATING EXPENSES.

(Reported by lessee.)

IMPORTANT CHANGES DURING THE YEAR.

Mortgage bearing date July 1, 1888, executed on the property of the company to the Metropolitan Trust Company, of the City of New York, Trustee.

Bonds in amount \$1,620,000 issued July 1, 1888, under provisions of mortgage above noted.

EMPLOYÉS AND SALARIES.

Class.	Number.
Total number of employés.....	321

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Statistics not segregated from those of C. & C. R. R. Co., lessee.

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Per Cent.
Products of agriculture:	
Grain and feed.....	6.50
Hay.....	7.00
Fruit and vegetables.....	20.00
Products of animals:	
Wool.....	1.00
Products of mines:	
Ores.....	47.00
Stone, sand, and other like articles.....	3.00
Soda.....	5.00
Products of forest:	
Wood.....	10.50

Total tonnage, 7,241,431 pounds.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.
Length of single track.....	107.62
Length of yard track, sidings, and spurs.....	3.75
Aggregate length of all tracks.....	111.35

RENEWALS OF TIES.

New ties laid during year, about 20,000 pine for entire line of 300 miles.

Average price at distributing point, 50 cents.

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
Mound House, Nevada, to Keeler, Cal.....	293	576	51½	241½

Working Divisions or Branches.	Profile.						
	Length of Level Track—Miles	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents—Feet	Aggregate Length of Ascending Grades—Miles	Number	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles
Mound House, Nev., to Keeler, Cal.	49	189	3,313	68	113	4,253	176

Tunnels:

Number, 1; length, 238 feet.

Gauge of track:

Three feet.

Telegraph.

Number of stations on all roads operated by this company in California, 6.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use: From State line to Keeler	Aug. 1, 1883.

STATE OF NEVADA, }
County of Ormsby. } ss.

W. S. Wood, Vice-President of the Carson and Colorado Railroad Company (third division), and D. A. Bender, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

W. S. WOOD.
D. A. BENDER.

Subscribed and sworn to before me, this thirtieth day of June, 1889.

W. G. CLARKE,
Notary Public.

COLUSA AND LAKE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Colusa and Lake Railroad Company.
2. Date of organization: November 27, 1886.
3. Incorporated under the laws of the State of California.
4. Reference to charters of each, and all amendments of same:

	Date of Incorporation.
Colusa Railroad Company	July 23, 1885.
Colusa and Lake Railroad Company	June 8, 1886.

5. Date: November 27, 1886.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
W. P. Harrington	Colusa, California	First Monday in Dec., 1889.
E. W. Jones	Colusa, California	First Monday in Dec., 1889.
Geo. Hagar	Colusa, California	First Monday in Dec., 1889.
J. W. Goad	Colusa, California	First Monday in Dec., 1889.
E. A. Harrington	Colusa, California	First Monday in Dec., 1889.
Peter Peterson	Sites, California	First Monday in Dec., 1889.
John Sites	Sites, California	First Monday in Dec., 1889.
J. H. Roberts	Sacramento, California	First Monday in Dec., 1889.
John Boggs	Princeton, California	First Monday in Dec., 1889.

Number of stockholders at date of last election: 116.

Last meeting of stockholders for election of Directors: December 3, 1888.

Post Office address of general office: Colusa, California.

Post Office address of operating office: Colusa, California.

OFFICERS.

Title.	Name.	Location of Office.
President	W. P. Harrington	Colusa, California.
Vice-President	E. W. Jones	Colusa, California.
Secretary	C. M. Ballentine	Colusa, California.
Treasurer	Colusa County Bank	Colusa, California.
General Superintendent	E. A. Harrington	Colusa, California.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$400,000 00	\$100,500 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		1,005	\$100,500 00

FUNDED DEBT.

Class of Bond or Obligation.		Time.		Amount of Author- ized Issue.	Amount Issued and Now Outstanding.
		Date of Issue.	When Due.		
Bonds		April 1, 1887.	1907.....	\$70,000 00	\$70,000 00
Class of Bond or Obligation.	Cash Realized on the Amount Outstanding.	Interest.			
		Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
Bonds	\$70,000 00	6 per cent...	Apr. and Oct.	\$4,200 00	\$4,200 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
Bonds secured by deed of trust.....	Colusa	Sites	22

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities accruing up to and including December 31.....\$3,272 34.

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock	\$100,500 00	.....	.....
Funded debt	70,000 00	.....	.....
Floating debt, balance of	3,272 34	.....	.....
Totals	\$173,772 34	22	\$7,898 47

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.
Construction	\$148,038 67	\$40 75	\$148,079 42
Buildings, furniture, and fixtures.....	7,178 95	392 16	7,571 11
Total construction			\$155,650 53
Equipment:			
Locomotives			9,485 85
Cars of all classes.....			12,572 85
Total equipment			\$22,058 70
Grand total cost construction and equipment			\$177,709 23

INCOME ACCOUNT.

Gross earnings from operation.....	\$21,783 43	
Less operating expenses.....	12,075 75	
Income from operation.....		\$9,707 68
Dividends on stock owned.....		322 75
Total income.....		\$10,030 43
Deductions from income:		
Interest and funded debt accrued during year.....	\$4,200 00	
Interest and discount on floating debt paid during year....	547 98	
Taxes.....	873 03	
Other deductions.....	19 13	
Total deductions from income.....		5,640 14
Net income.....		\$4,390 29
Other payments from net income—damages.....	\$35 00	
Construction.....	40 75	
Buildings.....	392 16	
Total.....		467 91
		\$3,922 38

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road.....	\$177,709 23	Capital stock.....	\$100,500 00
Other permanent investments.....	1,700 00	Funded debt.....	70,000 00
		Floating debt.....	3,272 34
		Profit and loss.....	5,636 89
	\$179,409 23		\$179,409 23

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$9,707 68	Interest on funded debt paid.....	\$4,200 00
Net amount realized from stock issued.....	277 75	Other interest paid.....	547 98
Net amount from sales of land.....	45 00	Taxes.....	873 03
		Reduction of floating debt....	3,922 38
		Permanent improvements.....	432 91
		Other expenditures.....	54 13
	\$10,030 43		\$10,030 43

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger revenue	\$16,490 80		
Less repayments—tickets redeemed		\$4,892 80	
Total passenger revenue			\$11,598 00
Mail			886 74
Express			480 00
Total passenger earnings			\$12,964 74
Freight revenue	\$8,436 45		
Less repayments—overcharged to shippers		\$262 76	
Total freight earnings			8,173 69
Rentals of buildings, tracks, yards, and terminals			645 00
Total gross earnings from operation			\$21,783 43

We run mixed trains, and all repairs are charged to operating expenses.

OPERATING EXPENSES.

Items.	Totals.
Maintenance of way and structures, maintenance of equipment, and conducting transportation	\$11,963 25
Insurance	112 50
Total	\$12,075 75

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.'s Express; \$40 a month.
United States mails; \$937 08 per year.

EMPLOYÉES AND SALARIES.

Class.	Number.	Average Monthly Compensation.
General Superintendent	3	\$100 00
General office clerks	1	15 00
Station agents	2	20 00
Enginemen	2	82 50
Firemen	1	60 00
Conductors	1	60 00
Carpenters	1	60 00
Section foremen	1	65 00
Other trackmen	9	*1 20
Total number	19	

* Per day.

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	13,678	
Total passenger revenue.....		\$11,598 00
Freight traffic:		
Number of tons carried of freight earning revenue	8,134	
Total freight revenue.....		8,173 69

Mixed trains are run.

The passenger rate is 8 cents per mile; freight rate, 5 cents per ton per mile.

The road is 22 miles long; but the bulk of passenger travel is over 10 miles, viz.: from Colusa to Junction; and the bulk of freight is over 15 miles of road.

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road— Whole Tons.	Freight Received from Connecting Roads and other Carriers —Whole Tons.
Products of agriculture:		
Grain	8,000	
Merchandise	34	100

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.
Locomotives:	
Passenger	2
Cars in passenger service:	
First class passenger cars	2
Baggage, express, and postal cars	2
Cars in freight service:	
Flat cars	4
Stock cars	10

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Rails—Steel.
Length of single track.....	22	22
Length of yard track, sidings, and spurs.....	1	1
Aggregate length of all tracks.....	23	23

CHARACTERISTICS OF ROAD.

Bridges:

Wooden, 2.

Trestles:

Aggregate length, $\frac{1}{2}$ mile.

Gauge of track:

Three feet.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colusa to Colusa Junction.....	Feb. 1, 1886.
From Colusa Junction to Sites.....	Aug. 10, 1887.

STATE OF CALIFORNIA, }
County of Colusa. } ss.

W. P. Harrington, President of the Colusa and Lake Railroad Company, and C. M. Ballantine, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

W. P. HARRINGTON.
C. M. BALLANTINE.

Subscribed and sworn to before me, this twenty-second day of July, 1889.

J. W. GOAD,
Notary Public, Colusa County, California.

ARCATA AND MAD RIVER RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Arcata and Mad River Railroad Company.
2. Date of organization: December 29, 1881.
3. State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Francis Korbel	San Francisco .....	..... January 14, 1890.
Anton Korbel	San Francisco .....	..... January 14, 1890.
Joseph Korbel	San Francisco .....	..... January 14, 1890.
Anna Korbel	San Francisco .....	..... January 14, 1890.
Theresa Korbel	San Francisco .....	..... January 14, 1890.

Number of stockholders at date of last election: 5.

Last meeting of stockholders for election of Directors: January 14, 1889.

Post Office address of general office: No. 823 Bryant Street, San Francisco.

Post Office address of operating office: Arcata, Humboldt County, California.

OFFICERS.

Title.	Name.	Location of Office.
President	Francis Korbel .....	..... San Francisco.
Secretary	Joseph Korbel .....	..... San Francisco.
Treasurer	Anton Korbel .....	..... San Francisco.
Assistant General Superintendent	V. Zaruba .....	..... Arcata, Cal.

PROPERTY OPERATED.

Name.	Terminals.		Miles.
	From—	To—	
Arcata and Mad River Railroad	Arcata	North Fork	12

CAPITAL STOCK.

Description.	Total Amount Issued and Outstanding.	
Capital stock, 9,387 shares—common	\$60,000 00	
Preferred	108,000 00	
Total	\$168,000 00	

Manner of Payment for Capital Stock.	Number of Shares.	Total Cash Realized.
Issued for cash—common	3,000	\$60,000 00
Issued for construction—preferred	5,400	108,000 00
Totals	8,400	\$168,000 00

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable—bank	\$378 43	Cash	\$112 10
Wages and salaries.....	1,836 61	Bills receivable.....	9,938 75
Capital stock	187,740 00	Wood.....	3,825 75
		Balance—floating debt	176,078 44
Total.....	\$189,955 04	Total.....	\$189,955 04

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Milpa.	Amount.
Capital stock.....	\$168,000 00	12	\$14,000 00

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures During the Year.		
	Included in Operating Expenses.	Not Included in Operating Expenses.	Total Expenditures 1888.
Construction:			
Roadbed	\$135,964 62	\$118,411 74	\$17,552 88
Fences	192 01		192 01
Bridges	8,231 17		8,231 17
Trestles	6,199 50		6,199 50
Real estate, buildings, furniture, and fixtures.	14,256 70	14,009 70	247 00
Shop machinery and tools.....	2,059 54	1,300 00	759 54
Telephone.....	69 04		69 04
Wharfing, etc.....	5,180 41		5,180 41
Road extensions	593 17		593 17
Total construction	\$172,746 16	\$133,967 44	\$39,024 72
Equipment:			
Baggage, express, and postal cars.....	44,775 30	39,610 00	5,165 30
Floating equipment—steamer "Alta"	4,502 15	2,500 00	1,858 15
Total equipment	\$49,277 45	\$42,110 00	\$7,023 45

STOCKS OWNED.

Name.	Total Par Value.	Income or Dividend Received.
Francis Korbel.....	\$168,000 00	\$13,877 13
Anton Korbel.....		
Joseph Korbel.....		
Anna Korbel		
Theresa Korbel.....		

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

MISCELLANEOUS INCOME.

Items.	Gross Income.	Less Expense.	Net Miscellaneous Income.
.....	\$113,607 48	\$99,730 35	\$13,877 13

INCOME ACCOUNT.

Deductions from income—taxes	\$974 13
Dividends—common stock	13,877 13

GENERAL BALANCE SHEET.

Cost of road	\$118,411 74
Cost of equipment	42,110 00

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$13,877 13	Taxes	\$974 13
Net amount realized from stock issued	168,000 00	Dividends	13,877 13
		Constructing new road	593 17

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Re- payments, etc.	Actual Earnings.
Passenger revenue	\$20,982 40		
Less repayments		\$69 49	
Total passenger revenue			\$20,912 91
Mail	\$1,368 57		1,368 57
Express	144 00		144 00
Interest	1,667 43	\$128 77	1,538 66
Total passenger earnings			\$23,964 14
Dockage	152 96		152 96
Merchandise	24,403 88	13,172 97	11,230 91
Lumber	64,918 11	730 81	64,187 30
Wharfage and storage lumber	8,338 52		8,338 52
Total freight revenue			\$83,909 69
Commissions	357 25	51 35	305 90
Other earnings from operations:			
Logging	6,697 10	1,269 35	5,427 75
Totals	\$129,030 22	\$15,422 74	\$113,607 48

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$17,552 88
Extension	593 17
Repairs of bridges and culverts	14,430 67
Repairs of fences, road-crossings, signs, and cattle guards	192 01
Repairs of buildings	247 00
Repairs of docks and wharves	5,180 41
Maintenance of equipment:	
Repairs and renewals of locomotives	5,165 30
Repairs and renewals of passenger cars	
Repairs and renewals of freight cars	
Repairs and renewals of ferryboats, tugs, floats, and barges	
Shop machinery, tools, etc.	1,858 15
Other expenses	759 54
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	4,600 00
Fuel for locomotives	4,266 26
Water supply for locomotives	42 00
All other supplies for locomotives	1,680 00
Men on wharf unloading	5,618 60
Expense of telephone	69 04
Wages of laborers	600 00
Loss and damage	118 40
Barges, floats, tugs, ferryboats, expenses of, including wages, fuel, and supplies	144 00
Other expenses	3,360 00
General expenses:	
Salaries of officers (five)	25,000 00
Salaries of clerks	3,060 00
Advertising	144 00
Insurance	240 00
Legal expenses	347 40
Other general expenses	4,431 52
Total	\$99,730 35
Percentage of operating expenses to earnings	87

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Monthly Compensation.	Average Daily Compensation.
General office clerks	2	\$65 00	.....
Station agents	1	125 00	.....
Other station men	1	.....	\$2 00
Enginemen	3	80 00	.....
Firemen	3	60 00	.....
Conductors	1	80 00	.....
Other trainmen	1	60 00	.....
Carpenters	2	.....	3 35
Other shopmen	1	.....	3 00
Section foremen	2	70 00	.....
Other trackmen	8	.....	2 30
Employés—account floating equipment	2	50 00	.....
All other employés and laborers	8	60 00	.....
Captain	1	100 00	.....
Engineer	1	80 00	.....
Wharf foreman	1	90 00	.....
Total	37	.....	.....

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and other Carriers—Whole Tons.
Products of agriculture:		
Merchandise	1,422	5,941
Potatoes	1,384	-----
Products of forest:		
Posts.....2,193 pieces.		
Bark.....1,597 cords.		
Shingles.....36,032 M.		
Lumber.....28,944,171 feet.		
Shakes.....1,206 M.		

DESCRIPTION OF EQUIPMENT.

	Number Added During Year.
Locomotives:	
Passenger	4
Freight	
Switching.....	
Total	4
Cars in passenger service:	
First class passenger cars	1
Combination passenger cars	1
Total	2
Cars in freight service:	
Box cars	3
Flat cars	165
Total	167
Cars in company's service:	
Logging cars	14
Total	14

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	Rails.	
			Iron.	Steel.
Length of single track	12	15	7	8
Length of yard track, sidings, and spurs	3			
Aggregate length of all tracks	15	15	7	8

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 10 tons.

Average price of rails at distributing point, steel, \$55 per ton.

New ties laid during year, five hundred redwood; average price at distributing point, 25 cents each.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

	Wood— Cords.
Passenger.....	5982
Freight.....	
Switching.....	
Construction.....	
Steamer "Alta".....	744½
Total	1,343½
Average cost at distributing point.....	\$2 50

ACCIDENTS.

Persons.	Number Injured.	Total.	Kind of Accident.	Number Injured.	Total.
Employés.....	1	1	Coupling cars.....	1	1

CHARACTERISTICS OF ROAD.

Bridges:

Combination, 1.

Trestles:

Number, 16; aggregate length, 3,420 feet.

Gauge of track:

Inches, 45½.

Telegraph:

Number of stations on all roads operated by this company in California, 1.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use: From Arcata to North Fork .....	..... Dec., 1883.

STATE OF CALIFORNIA,
City and County of San Francisco. } ss.

Anton Korbel, Treasurer of the Arcata and Mad River Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge, and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

ANTON KORBEL.

Subscribed and sworn to before me, this thirtieth day of June, 1889.

R. D. McELROY,
Notary Public.

NATIONAL CITY AND OTAY RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: National City and Otay Railway Company.
2. Date of organization: December 28, 1886.
3. State of California.
4. Reference to charters of each, and all amendments to same:

Name.	Date of Incorporation.
National City and Otay Railway Company	Dec. 28, 1886.
Otay Railway Company	Sept. 28, 1887.
National City and Otay Railway Company (reincorporated)	Jan. 13, 1887.
Otay Railway Company (reincorporated)	Oct. 10, 1887.
Amalgamation and consolidation	Oct. 12, 1888.

5. Date: October 1, 1888. Authority: Statutes of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Benjamin Kimball	Boston, Massachusetts	Until election of successor.
B. R. Cheney	Boston, Massachusetts	Until election of successor.
A. W. Nickerson	Boston, Massachusetts	Until election of successor.
William G. Dickinson	National City, California	Until election of successor.
Henry Gray	National City, California	Until election of successor.
Warren C. Kimball	National City, California	Until election of successor.
W. D. Dickinson	National City, California	Until election of successor.

Number of stockholders at date of last election: 8.

Last meeting of stockholders for election of Directors: October 1, 1888. Directors meeting, December 8, 1888.

Post Office address of general office: National City, California, and Boston, Massachusetts.

Post Office address of operating office: National City, California.

OFFICERS.

Title.	Name.	Location of Office.
President	Benjamin Kimball	Boston, Mass.
Vice-President	William G. Dickinson	National City, Cal.
Secretary	Henry Gray	National City, Cal.
Treasurer and Assistant Secretary	S. W. Reynolds	Boston, Mass.
Assistant Treasurer	Henry Gray	National City, Cal.
Consulting Engineer	James D. Schuyler	National City, Cal.
Acting General Manager	George J. Lockie	National City, Cal.

PROPERTY OPERATED.

Name.	Terminals.		Description.	
	From—	To—	(Main Line, Branch, Lease, etc.)	Miles.
National City and Otay Railway Co.	San Diego	Orientie	Main line	16.29
	Tia Juana Junction	Tia Juana	Branch line	4.46
	Sweetwater Junc.	La Presa	Branch line	7.83
	Hanson Ave. line .....	.....	Branch line	1.65
Total .....	.....	.....	.....	30.23

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—\$15,000 per mile, common	\$100 00	\$453,450 00	\$200,000 00

No dividends declared.

The total amount of capital stock actually issued and outstanding is 2,000 shares. In addition to this amount the San Diego Loan and Town Company advanced the sum of \$246,493 44.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts	\$5,518 18 219 63	Bills receivable	\$2,350 62
Wages and salaries		Balance—floating debt	3,387 19
Total	\$5,737 81	Total	\$5,737 81

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock—authorized	\$453,450 00	30.23	\$15,000 00
Floating debt—balance	3,387 19	.....	.....
Totals	\$456,837 19	30.23	\$15,000 00

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Construction	\$360,601 07	\$11,928 58
Equipment	75,641 71	2,502 19
Grand total cost construction and equipment	\$436,242 78	\$14,430 77

INCOME.

Gross earnings from operation, June 16, 1887, to December 31, 1888	\$86,866 66
Less operating expenses June 16, 1887, to December 31, 1888	110,885 03
Deficit from operation	\$24,018 37
Deficit on December 31, 1888, added to construction account	\$24,018 37

DR.	GENERAL BALANCE SHEET.		CR.
Cost of road	\$360,601 07	Subscription account, etc.	\$470,136 64
Cost of equipment	75,641 71	Sundries	5,737 81
Other assets:			
Materials and supplies	15,396 65		
Sundries	24,235 02		
	\$475,874 45		\$475,874 45

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue—June 16, 1887, to December 31, 1888	\$74,949 32	
Total passenger revenue		\$74,949 32
Mail and express	\$18 33	
Other items	349 10	
		330 77
Total passenger earnings		\$75,280 09
Freight revenue—June 16, 1887, to December 31, 1888	\$11,586 57	
Total freight revenue		11,586 57
Total passenger and freight earnings		\$86,866 66
Total gross earnings from operation		\$86,866 66

CONTRACTS, AGREEMENTS, ETC.

Mail Contract.—The company commenced carrying mails from National City to Otay, Orientie, and Tia Juana, September 17, 1888; from National City to San Diego, and from Tia Juana to San Diego, July 29, 1888.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers (paid in Boston)	4		
Acting general manager and attorney	2	\$2,700 00	\$3 70
General office clerks	3	3,100 00	2 83
Station agents	6	2,500 00	1 14
Other station men	1	720 00	2 00
Enginemen	5	6,387 50	3 50
Firemen	5	4,106 25	2 25
Conductors	4	4,080 00	2 80
Other trainmen	5	3,923 75	2 15
Machinists	5	5,475 00	3 00
Carpenters	2	2,190 00	3 00
Other shopmen	3	2,190 00	2 00
Section foremen	5	4,562 50	2 50
Other trackmen	12	8,103 00	1 85
Totals	58	\$50,038 00	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

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PASSENGER, FREIGHT, AND TRAIN MILEAGE.

From June 16, 1887, to December 31, 1888.	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	610,945	
Total passenger revenue.....		\$74,949 32
Amount received from each passenger.....		12
Passenger earnings per mile of road.....		2,479 30
Passenger earnings per train mile.....		43
Freight traffic:		
Total freight revenue.....		11,586 57
Freight earnings per mile of road.....		383 28
Passenger and freight:		
Passenger and freight earnings.....		86,866 66
Passenger and freight earnings per mile of road.....		2,873 52
Expense per mile of road.....		3,668 05
Total earnings per mile of road, including mails, express, etc.....		2,873 52
Train mileage:		
Miles run by passenger trains.....	174,245.43	

DESCRIPTION OF EQUIPMENT.

	Number Added During Year.	Total Number at End of Year.	Number Equipped with Train-brake.
Locomotives:			
Passenger.....	2	6	} *7
Freight.....	1	1	
Total.....	3	7	*7
Cars in passenger service:			
First class passenger cars.....		8	
Combination passenger cars.....		2	
Total.....		10	
Cars in freight service:			
Box cars.....	4	4	
Flat cars.....	20	26	
Total.....	24	30	
Grand total.....		40	

* Steam.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Branches.	Total Mileage.	Ratio—Steel.
Length of single track	16.29	13.94	30.23	30.23
Aggregate length of all tracks			30.23	30.23

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles
San Diego to Onientie.....	16.29	36	1.97	14.32
Sweetwater to La Presa.....	7.83	37	2.25	5.58
Tia Juana Junction to Tia Juana.....	4.46	8	.76	3.69
Hanson Avenue line.....	1.65	6	.26	1.39

Working Divisions or Branches.	Length of Level Track—Miles	Profile.					
		Ascending Grades.			Descending Grades.		
		Number	Sum of Areas—Feet	Aggregate Length of Ascending Grades—Miles	Number	Sum of Descents—Feet	Aggregate Length of Descending Grades—Miles
San Diego to Onientie.....	2.72	49	431	6.56	54	418	7.01
Sweetwater to La Presa.....	.94	30	310	6.80	1	4	.09
Tia Juana Junction to Tia Juana.....	2.32	8	48	1.81	3	7	.33
Hanson Avenue line.....	.33	7	97	.65	8	56	.67

Bridges:

Wooden, 29; combination, 1.

Gauge of track:

56½ inches.

Telegraph.

Number of stations on all roads operated by this company in California, 18; number of stations on all roads owned by this company in California, 18.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From San Diego to National City.....	June 16, 1887.
From National City to Chula Vista.....	June 26, 1887.
From Chula Vista to Otay.....	Oct. 2, 1887.
From Sweetwater Junction to Whitneys.....	Dec. 4, 1887.
From Whitneys to Sweetwater Dam.....	Dec. 25, 1887.
From Otay to Onientie.....	Dec. 25, 1887.
From Tia Juana Junction to Tia Juana.....	May 20, 1888.
From Sweetwater Dam to La Presa.....	Feb. 17, 1888.

TABLE A.—GRANTS OR DONATIONS IN BONDS OR MONEY, FROM STATES, COUNTIES, TOWNS, CORPORATIONS, OR INDIVIDUALS, NOT REPAYABLE BY COMPANY.

Subsidy promised, \$60,000; cash paid, \$2,700.

STATE OF CALIFORNIA, }
County of San Diego. } ss.

William G. Dickinson, Vice-President of the National City and Otay Railway Company, and Henry Gray, Assistant Treasurer of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

WILLIAM G. DICKINSON.
HENRY GRAY.

Subscribed and sworn to before me, this seventh day of September, 1889.

GEORGE W. BEERMAKER,
Notary Public.

NEVADA COUNTY NARROW GAUGE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Nevada County Narrow Gauge Railroad Company.
2. Date of organization: April 4, 1874.
3. Incorporated under the laws of the State of California.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
John F. Kidder.....	Grass Valley, California.....	.....April, 1890.
Geo. D. McLean.....	Grass Valley, California.....	.....April, 1890.
Peter Johnston.....	Grass Valley, California.....	.....April, 1890.
Geo. Fletcher.....	Grass Valley, California.....	.....April, 1890.
Edward H. Brown.....	Grass Valley, California.....	.....April, 1890.
A. H. Parker.....	Nevada City, California.....	.....April, 1890.
Frank G. Beatty.....	Nevada City, California.....	.....April, 1890.

Number of stockholders at date of last election: 111.

Last meeting of stockholders for election of Directors: April 3, 1889.

Post Office address of general office: Grass Valley, Nevada County, California.

Post Office address of operating office: Grass Valley, Nevada County, California.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	John F. Kidder.....	.....Grass Valley, Cal.
President.....	John F. Kidder.....	.....Grass Valley, Cal.
Vice-President.....	Peter Johnston.....	.....Grass Valley, Cal.
Secretary.....	Geo. Fletcher.....	.....Grass Valley, Cal.
Treasurer.....	Edward H. Brown.....	.....Grass Valley, Cal.
Chief Engineer.....	John F. Kidder.....	.....Grass Valley, Cal.
General Solicitor, Attorney, or Counsel.....	A. B. Dibble.....	.....Grass Valley, Cal.
Auditor.....	Geo. Fletcher.....	.....Grass Valley, Cal.
General Manager.....	John F. Kidder.....	.....Grass Valley, Cal.
General Superintendent.....	Edward H. Brown.....	.....Grass Valley, Cal.
General Passenger, Ticket, and Freight Agent.....	Geo. Fletcher.....	.....Grass Valley, Cal.

PROPERTY OPERATED.

Name.	Terminals.		Miles.
	From—	To—	
Nevada County Narrow Gauge R. R.	Colfax	Nevada City	22.5

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—common	\$100 00	\$400,000 00	\$242,200 00
Manner of Payment for Capital Stock.		Number of Shares.	Total Cash Realized.
Issued for cash—common		2,422	\$24,285 00

FUNDED DEBT.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued and Now Outstanding.
	Date of Issue.	When Due.		
First mortgage on road and equipment	1875.....	1896.....	\$325,000 00	\$260,000 00
Class of Bond or Obligation.	Interest.			
	Rate.	When Payable.	Total Accrued During Year.	Paid During Year.
First mortgage on road and equipment	8 per cent...	Jan. 7, July 5.	\$20,800 00	\$20,800 00

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.		
	From—	To—	Miles.
First mortgage	Colfax	Nevada City	22½

All equipment mortgaged.

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Loans and bills payable	\$4,000 00	Cash	\$2,436 64
Audited vouchers and accounts	916 20	Due from agents	2,472 62
Wages and salaries	2,887 03	Net traffic balances due from other companies	258 90
		Due from solvent companies and individuals	140 28
		Other cash assets	389 34
		Balance—floating debt	2,105 45
Total	\$7,803 23	Total	\$7,803 23

RECAPITULATION.

Accounts.	Total Amounts.	Amount per Mile of Road.	
		Miles.	Amount.
Capital stock.....	\$242,200 00	22½	\$10,764 44
Funded debt.....	260,000 00	22½	11,555 55
Floating debt—balance of	2,105 45	22½	93 57
Total.....	\$504,305 45	22½	\$22,413 56

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Expenditures during the Year not Included in Operating Expenses.
Construction:	
Right of way.....	\$13 00
Grading and bridge and culvert masonry	2,014 84
Other superstructure	609 18
Total construction	\$2,637 02

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Cost per Mile.
Construction:			
Right of way, other real estate, and fences	\$25,835 96	\$13 00	-----
Grading and bridge and culvert masonry.....	245,024 88	2,014 84	-----
Bridges and trestles	48,235 37	-----	-----
Rails, ties, and other superstructure	164,054 13	-----	-----
Buildings, furniture, fixtures, shop machinery and tools	30,376 39	609 18	-----
Engineering expenses	12,901 32	-----	-----
Other items	11,321 26	-----	-----
Total construction	\$537,749 31	\$2,637 02	\$23,899 96
Equipment:			
Locomotives	27,904 28	-----	-----
Passenger cars	7,884 09	-----	-----
Combination cars	6,216 76	-----	-----
Freight cars	30,684 22	-----	-----
Other cars of all classes	1,445 54	-----	-----
Total equipment	\$74,134 89	-----	\$3,294 88
Grand total cost construction and equipment..	\$611,884 20	\$2,637 02	\$27,194 84

INCOME ACCOUNT.

Gross earnings from operation.....	\$89,211 89	
Less operating expenses.....	54,823 01	
Income from operation.....		\$34,388 88
Deductions from income:		
Interest on funded debt accrued during year.....	\$20,800 00	
Interest and discount on floating debt paid during year.....	163 33	
Taxes.....	2,303 79	
Other deductions.....	56 75	
Total deductions from income.....		23,323 87
Net income.....		\$11,065 01
Other payments from net income—construction.....	\$2,637 02	
Total.....		2,637 02
Surplus on December 31, 1888.....		\$8,427 99
Surplus for year ending December 31, 1888.....		8,427 99

DR.		GENERAL BALANCE SHEET.		CR.
Cost of road.....	\$537,549 31	Capital stock.....		\$242,200 00
Cost of equipment.....	74,134 89	Funded debt.....		260,000 00
Other assets:		Floating debt.....		2,105 45
Materials and supplies.....	16,903 88	Profit and loss.....		124,482 63
	\$628,788 08			\$628,788 08

FINANCIAL OPERATIONS FOR THE YEAR.

Resources.		Appropriation of Resources.	
Net income from operation...	\$34,388 88	Interest on funded debt paid.....	\$20,800 00
		Other interest paid.....	163 33
		Taxes.....	2,303 79
		Permanent improvements ..	2,637 02
	\$34,388 88		

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Actual Earnings.
Passenger revenue.....	\$31,525 88	
Total passenger revenue.....		\$31,525 88
Mail.....		1,557 36
Express.....		2,622 16
Extra baggage and storage.....		707 27
Total passenger earnings.....		\$36,412 67
Freight revenue.....	\$50,879 22	
Other items—transfer charges.....	19 20	
Total freight earnings.....		52,799 22
Total passenger and freight earnings.....		\$89,211 89

OPERATING EXPENSES.

Items.	Total.
Maintenance of way and structures:	
Repairs of roadway.....	\$10,182 53
Renewals of rails.....	3,075 07
Repairs of bridges and culverts.....	129 60
Repairs of fences, road-crossings, signs, and cattle guards.....	390 95
Repairs of buildings.....	
Total	\$13,768 15
Maintenance of equipment:	
Repairs and renewals of locomotives.....	\$3,857 73
Repairs and renewals of passenger cars.....	2,160 24
Repairs and renewals of freight cars.....	1,862 19
Shop machinery, tools, etc.....	105 41
Total	\$7,985 57
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen.....	\$5,609 26
Fuel for locomotives.....	6,100 00
Water supply for locomotives.....	528 11
Wages for other trainmen.....	4,429 87
All other train supplies.....	805 42
Wages of station agents, clerks, and laborers.....	9,163 72
Loss and damage.....	11 11
Other expenses—office furniture.....	33 90
Injuries to stock.....	42 50
Total	\$26,723 89
General expenses:	
Salaries of officers.....	\$4,200 00
Commissions.....	738 90
Expense of fast freight lines.....	877 75
Legal expenses.....	48 75
Stationery and printing.....	430 00
Incidentals.....	50 00
Total	\$6,345 40
Recapitulation of expenses:	
Maintenance of way and structures.....	\$13,768 15
Maintenance of equipment.....	7,985 57
Conducting transportation.....	26,723 89
General expenses.....	6,345 40
Grand total	\$54,823 01
Percentage of operating expenses to earnings.....	61.4

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3	\$6,000 00	-----
Station agents.....	3	3,600 00	\$3 33
Other station men.....	4	2,580 00	2 17
Enginemen.....	2	2,700 00	3 87
Firemen.....	2	1,800 00	2 50
Conductors.....	2	2,580 00	3 53
Other trainmen.....	4	3,360 00	2 50
Machinists.....	2	2,248 00	3 75
Carpenters.....	2	2,340 00	3 75
Other shopmen.....	1	900 00	2 50
Section foremen.....	2	1,684 00	2 70
Other trackmen.....	14	6,648 00	1 55
Switchmen, flagmen, and watchmen.....	2	1,440 00	2 00
Totals.....	43	\$37,880 00	-----

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passengers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue.....	39,242	
Total passenger revenue.....		\$31,525 88
Amount received from each passenger.....		80.4
Passenger earnings per mile of road.....		1,618 34
Freight traffic:		
Number of tons carried of freight earning revenue.....	23,532	
Total freight revenue.....		50,879 22
Amount received for each ton of freight.....		2 16
Freight earnings per mile of road.....		2,346 63
Passenger and freight:		
Passenger and freight earnings.....		89,211 89
Passenger and freight earnings per mile of road.....		3,964 97
Expense per mile of road.....		2,436 58
Train mileage:		
Miles run by passenger trains.....	5,147	
Miles run by freight trains.....	13,796	
Miles run by mixed trains.....	33,877	
Total mileage trains earning revenue.....	52,820	
Miles run by construction and other trains.....	320	
Total train mileage.....	53,140	
Average number of freight cars in train.....	5	
Average number of loaded cars in train.....	5	
Average number of tons of freight in train.....	40	
Average number of tons of freight in each loaded car..	8	

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.	Number Equipped with Train-brake.
Locomotives :		
Passenger	2	*2
Freight	1	*1
Totals	2	*3
Cars in passenger service:		
First class passenger cars	2	2
Combination passenger cars	2	2
Totals	4	4
Cars in freight service:		
Box cars	20	-----
Flat cars	25	-----
Other cars	4	-----
Totals	49	-----

* Westinghouse air brake.

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Rails.	
		Iron.	Steel.
Length of single track	22.64	16.64	6
Length of yard track, sidings, and spurs	3.75	3.75	-----
Aggregate length of all tracks	26.39	20.39	6

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 110 tons.

Average price of rails at distributing point, steel, \$55 per ton.

New ties laid during year, 7,000 sugar pine.

Average price at distributing point, 32 cents.

CHARACTERISTICS OF ROAD.

Bridges:

Wooden, 2.

Tunnels:

Number, 2; maximum length, 320 feet; minimum length, 300 feet; aggregate length of all tunnels, 620 feet.

Gauge of track:

Three feet.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Colfax to Grass Valley	April 17, 1876.
From Colfax to Nevada City	May 24, 1876.

STATE OF CALIFORNIA, }
County of Nevada. } ss.

John F. Kidder, President of the Nevada County Narrow Gauge Railroad Company, and George Fletcher, Secretary of the said company, being duly sworn, depose and say, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under their direction and supervision; that they, the deponents, have carefully examined the same, and that as now furnished by them to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of their knowledge, and, as they verily believe, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

JOHN F. KIDDER.
GEO. FLETCHER.

Subscribed and sworn to before me, this seventh day of June, 1889.

CHAS. W. KITTS,
Notary Public, Nevada County, Cal.

NEVADA AND CALIFORNIA RAILROAD.

HISTORY.

1. Name of common carrier making this report: Moran Brothers, by E. Gest, manager. Office and principal place of business and address: Reno, Washoe County, Nevada.
2. Date of organization: Not a corporation. First thirty-one miles from Reno held under deed from United States District Court, Nevada, dated November 21, 1884. Since extended thirty-nine miles, by Moran Brothers, to Liegan.
3. Articles of copartnership of Moran Brothers on record in Lassen County, California. Condemnations for right of way in Lassen County instituted by Moran Brothers and sustained. Appeal was taken. The Supreme Court of California in bank, Chas. Moran et al. vs. A. E. Ross, appellant, No. 12,658, May 6, 1889, affirmed lower Court and sustained Moran Brothers.
7. Carrier operating the road of this company: Moran Brothers, by E. Gest, manager. The road is popularly known as Nevada and California Railroad.

ORGANIZATION.

Number of stockholders at date of last election: There are no stockholders nor Directors.

Post Office address of general office: Reno, Washoe County, Nevada.

Post Office address of operating office: Reno, Washoe County, Nevada.

OFFICERS.

Title.	Name.	Location of Office.
Secretary, Treasurer, Assistant Treasurer, and Cashier	Frank R. Lewis	Reno, Nevada.
Chief Engineer	L. F. Warner	Reno, Nevada.
General Solicitor, Attorney, or Counsel	S. D. King	Reno, Nevada.
Assistant Solicitor, Attorney, or Counsel	Cliff. H. Gest	Reno, Nevada.
Comptroller and Auditor	Frank R. Lewis	Reno, Nevada.
General Manager and Superintendent	E. Gest	Reno, Nevada.
Traffic Manager	John M. Fulton	Reno, Nevada.
Superintendent		
General Passenger Agent		
General Ticket Agent		
General Freight Agent		
Assistant General Passenger and Ticket Agent		
Assistant General Freight Agent		
Superintendent of Telegraph		
Superintendent of Express		
General Baggage Agent		

FLOATING DEBT AND CURRENT LIABILITIES.

Liabilities Accruing up to and Including December 31.		Cash Assets Available for Payment of Floating Debt and Current Liabilities.	
Audited vouchers and accounts	\$540 01	Cash	\$12,449 56
Wages and salaries	2,370 10	Due from agents	2,333 83
Net traffic balances due to other companies	62 37	Due from solvent companies and individuals	369 59
Balance cash assets	12,180 50		
Total	\$15,152 98	Total	\$15,152 98

PERMANENT IMPROVEMENTS FOR THE YEAR.

Items.	Total Expenditures During the Year.	Credits Property and Material Sold.	Differences or Net Additions to Property, etc.
Construction:			
Right of way	\$2,864 90	-----	\$2,864 90
Other real estate	790 75	-----	790 75
Bridges and trestles	48,532 40	-----	48,532 40
Rails	63,347 49	-----	63,347 49
Ties	20,616 33	\$3,280 42	17,335 91
Other superstructure	16,188 95	-----	16,188 95
Buildings, furniture, and fixtures	3,549 16	-----	3,549 16
Shop machinery and tools	487 64	-----	487 64
Engineering expenses	4,827 16	-----	4,827 16
Sidings and yard extensions	1,270 75	-----	1,270 75
Other items	11,571 39	1,623 13	9,948 26
Total construction	\$174,046 92	\$4,903 55	\$169,143 37
Equipment:			
Locomotives	9,030 51	-----	9,030 51
Passenger cars	2,192 56	-----	2,192 56
Freight cars	3,233 18	-----	3,233 18
Other cars of all classes	2,411 28	-----	2,411 28
Total equipment	\$16,867 53	-----	\$16,867 53
Grand total construction and equipment	-----	-----	\$186,010 90

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to Dec. 31, 1887.	Net Additions during Year.	Total Cost to Dec. 31, 1888.	Cost per Mile.
Construction:				
Right of way	\$331 60	\$2,864 90	\$3,196 50	-----
Other real estate	10,000 55	790 75	10,791 30	-----
Bridges and trestles	35,121 45	48,532 40	83,653 85	-----
Rails	70,303 58	63,347 49	133,651 07	-----
Ties	5,907 42	17,335 91	23,243 33	-----
Other superstructure	10,364 20	16,188 95	26,553 15	-----
Buildings, furniture, and fixtures	10,229 24	3,549 16	13,778 40	-----
Shop machinery and tools	515 21	487 64	1,002 85	-----
Engineering expenses	3,028 13	4,827 16	7,855 29	-----
Sidings and yard extensions	1,912 87	1,270 75	3,183 62	-----
Road built by contract	9,405 00	-----	9,405 00	-----
Purchase of constructed road	377,735 28	-----	377,735 28	-----
Other items	32,958 00	9,948 26	42,906 26	-----
Total construction	-----	-----	\$736,955 90	\$10,527 94
Equipment:				
Locomotives	\$19,831 19	\$9,030 51	28,861 70	-----
Passenger cars	-----	2,192 56	2,192 56	-----
Combination cars	5,433 55	-----	5,433 55	-----
Freight cars	6,636 59	3,233 18	9,869 67	-----
Other cars of all classes	1,441 59	2,411 28	3,853 05	-----
Total equipment	-----	-----	\$50,210 53	\$717 29
Grand total cost construction and equipment	-----	-----	\$787,166 43	\$11,245 24

INCOME ACCOUNT.

Gross earnings from operation	\$37,815 79	
Less operating expenses	25,530 41	
Nominal total income		\$12,385 38
Deductions from income:		
Taxes	\$1,736 26	
Total deductions from income		1,736 26
Nominal net income		\$10,649 12
Deficit on December 31, 1887		\$86,861 26
Deficit for year ending December 31, 1888		7,785 88
Total deficit to December 31, 1888		\$94,647 14

IMPORTANT NOTE DIRECTLY BEARING ON ANSWERS.

The account books contain no charge for compensation to general manager for services, although such person has been present in charge; nor has ever a depreciation account been kept, from origin of road, i. e., its opening for traffic, early in 1882, over its thirty-one miles, down to date.

No actual net earning has ever been realized, nor has any been disposed of to individuals, by gift, dividend, or interest.

Since Moran Brothers Came into Possession—Four and one half Years.

An allowance of \$6,000 per year for general manager amounts to		\$27,000 00
Depreciation.—The making good cannot be escaped:		
On ties—84,000, at — cents	\$25,200 00	
On iron rails—475 tons, at \$65	\$30,875 00	
On steel rails—54 tons, at \$65	3,510 00	
	34,385 00	
On one locomotive	\$2,500 00	
On one locomotive	1,500 00	
On one locomotive	1,500 00	
	5,500 00	
On trestles, to December 31, 1888	20,000 00	
On cars, equipment, etc.	4,000 00	
		89,085 00
Total depreciation		\$116,085 00

Distributed to.	Previous to 1888.	During 1888.
Compensation to manager	\$21,000 00	\$6,000 00
Depreciation of ties	21,060 00	4,140 00
Depreciation of rails	31,590 00	2,795 00
Depreciation of locomotives	4,000 00	1,500 00
Depreciation of equipment	4,000 00	
Depreciation of trestles	16,000 00	4,000 00
	\$97,650 00	\$18,435 00

Nominal net income down to December 31, 1887	\$10,788 74
Nominal net for year 1888	10,649 12
	\$21,437 86
Deficit previous to 1888	\$86,861 26
Deficit for year	7,785 88
Total deficit	\$94,647 14

EARNINGS FROM OPERATION.

Items.	Total Receipts.	Deductions Account of Repayments, etc.	Actual Earnings.
Passenger revenue	\$8,450 30		
Total passenger revenue			\$8,450 30
Mail	\$2,845 93		
Express	1,008 56		
Extra baggage and storage	529 54		
			4,384 03
Total passenger earnings			\$12,834 33
Freight revenue	\$24,320 45		
Less repayments		\$199 84	
Total deductions		\$199 84	
Total freight revenue			24,120 61
Other items			54 60
Total freight earnings			\$24,175 11
Total passenger and freight earnings			\$37,009 44
Other earnings from operations:			
Rentals of buildings, tracks, yards, terminals	\$221 85		
Other sources	584 50		
Total other earnings			806 35
Total gross earnings from operation			\$37,815 79

OPERATING EXPENSES.

Items	Total.
Maintenance of way and structures:	
Repairs of roadway	\$7,819 45
Renewals of ties	361 68
Repairs of bridges and culverts	7 00
Repairs of buildings	187 88
Other expenses	92 09
Total	\$8,468 10
Maintenance of equipment:	
Repairs and renewals of locomotives	\$441 57
Repairs and renewals of freight cars	290 51
Shop machinery, tools, etc.	5 75
Other expenses	16 77
Total	\$754 60
Conducting transportation:	
Wages of engine-men, firemen, and roundhousemen	\$2,189 75
Fuel for locomotives	4,185 50
Water supply for locomotives	92 50
Wages for other trainmen	993 05
All other train supplies	510 86
Wages of station agents, clerks, and laborers	3,561 20
Station supplies	62 28
Loss and damage	14 00
Total	\$11,609 14

OPERATING EXPENSES—Continued.

Items.	Total.
General expenses:	
Salaries of clerks	\$3,330 00
General office expenses and supplies	389 65
Advertising	4 75
Insurance	34 65
Rents of buildings, tracks, yards, and terminal	205 00
Stationery and printing	638 70
Other general expenses	95 82
Total	\$4,698 57
Recapitulation of expenses:	
Maintenance of way and structures	\$8,468 10
Maintenance of equipment	754 60
Conducting transportation	11,609 14
General expenses	4,698 57
Grand total	\$25,530 41

IMPORTANT CHANGES DURING THE YEAR.

Road extended from 31st mile to 37th mile in winter of 1884-85; thence to Liegan, east of Honey Lake, Lassen County, 33 miles, 1888.

Line operated December 31, 1888, 70 miles, of which 26 is in Nevada and 42 in California.

CONTRACTS, AGREEMENT, ETC.

1. Wells, Fargo & Co.'s Express, by sufferance:
 - Regular rate charged them to Liegan, \$1 15 per 100 pounds.
 - Regular rate charged them to Chat, 75c. per 160 pounds.
 - Special rate charged them to Liegan, 75c. per 100 pounds.
 - Special rate charged them to Chat, 25c. per 100 pounds.
2. Mails, according to Government rules. The rate not yet fixed.

EMPLOYÉS AND SALARIES.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General office clerks	2	\$2,220 00	\$6 16
Station agents	4	2,400 00	6 66
Other station men	1	720 00	2 00
Enginemen	1	1,200 00	3 33
Firemen	1	780 00	2 16
Conductors	1	1,000 20	2 77
Section foremen	2	1,800 00	5 00
Other trackmen	15	720 00	2 00
Totals	27		

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

	Tonnage, Number Passen- gers, Mileage, Number of Cars.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	4,322	
Number of passengers carried one mile	189,284	
Average distance carried	43.44	
Total passenger revenue		\$8,450 30
Amount received from each passenger		1 93
Average receipts per passenger per mile		04.43
Cost of carrying each passenger one mile		03.09
Passenger earnings per mile of road		154 56
Passenger earnings per train mile		22.51
Freight traffic:		
Number of tons carried of freight earning revenue	1,393,761	
Number of tons carried one mile	53,615,018	
Average distance haul of one ton	8,838	
Total freight revenue		24,120 61
Amount received for each ton of freight		1 78
Average receipts per ton per mile		04.49
Cost of carrying one ton one mile		03.74
Freight earnings per mile of road		431 37
Freight earnings per train mile—north or east		56
Freight earnings per train mile—south or west		70.7
Passenger and freight:		
Passenger and freight earnings		32,570 91
Passenger and freight earnings per mile of road		587 04
Expense per mile of road		495 52
Total earnings per mile of road, including mails, express, etc.		679 84
Train mileage:		
Miles run by mixed trains	37,108	
Total mileage trains earning revenue	37,108	
Miles run by switching trains	971	
Miles run by construction and other trains	15,270	
Total train mileage	53,349	
Mileage of loaded freight cars—north or east	40,104	
Mileage of loaded freight cars—south or west	47,094	
Mileage of empty freight cars—north or east	28,458	
Mileage of empty freight cars—south or west	20,499	
Average number of freight cars in train	3.61	
Average number of loaded cars in train	2.31	
Average number of empty cars in train	1.30	
Average number of tons of freight in train	20.74	
Average number of tons of freight in each loaded car	8.65	

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

FREIGHT TRAFFIC MOVEMENT.—(Company's material excluded.)

Commodities.	Freight Originating on this Road— Whole Tons.	Freight Received from Connecting Roads and other Carriers— Whole Tons.	Total Freight Tonnage— Whole Tons.
Products of agriculture:			
Grain	243.73	43.16	286.89
Flour	68.86	78.81	145.67
Fruit and vegetables	252.23	48.50	300.73
General farm products	307.24	14.23	321.47
Products of animals:			
Live stock	10.52		10.52
Wool		60.83	60.83
Hides and leather		15.94	15.94
Products of forest:			
Lumber	3,019.82		3,019.82
Wood	8,034.57		8,034.57
Manufactures:			
Iron hardware	86.62	90.25	176.87
Other castings and machinery	32.96	85.09	118.05
Cement, brick, and lime	91.38	3.89	95.27
Agricultural implements	14.25	25.27	39.52
Wines, liquors, and beers	15.46	43.93	59.39
Household goods and furniture	18.21	13.79	32.00
Explosives		9.39	9.39
Chemicals and drugs	2.18	3.23	5.46
Merchandise	120.82	843.48	964.30
Miscellaneous—Other commodities not men- tioned above	237.08	4.14	242.22
Total tonnage	12,555.93	1,381.98	13,937.91

DESCRIPTION OF EQUIPMENT.

	Number Added During Year.	Total Number at End of Year.	Number Equipped with Train-brake.
Locomotives:			
Passenger		3	3
Freight	1		1
Totals	1	3	4
Cars in passenger service:			
First class passenger cars	1		1
Second class passenger cars		1	1
Combination passenger cars		1	1
Cars in freight service:			
Box cars	2	8	8
Flat cars	6	21	21
Cars in company's service:			
Caboose cars	2	3	3
Other road cars	15	15	15

MILEAGE OF ROAD OPERATED.

Line in Use.	Main Line.	Total Mileage.	New Line Constructed During Year.	Rails.	
				Iron.	Steel.
Length of single track.....	70.00	70.00	33.00	29.95	40.05
Length of yard track, sidings, and spurs.....	2.34	2.34	1.00	2.34	-----
Aggregate length of all tracks.....	72.34	72.34	34.00	32.29	40.05
Mileage of line by States and Territories:					
Nevada.....	28.14	28.14	-----	-----	-----
California.....	41.86	41.86	33.00	11.10	21.90

Line operated from Reno to Chat, 37 miles, to March 1, 1888.

Line opened for operation to Campham, 44.98 miles, March 1, 1888.

Line opened for operation to Doyle, 57.75 miles, June 6, 1888.

Line opened for operation to Liegan, 70 miles, September 10, 1888.

RENEWALS OF RAILS AND TIES.

New rails laid during year, 40 miles steel; 11.87 miles iron. Steel, 746,113 tons.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger.....	-----	-----	-----	39.3
Freight.....	-----	-----	-----	59.7
Switching.....	-----	-----	-----	25.9
Totals.....	1,320	2,654	53,349	49.7
Average cost at distributing point...	\$3 32			

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Length—Miles	Alignment.		
		Number of Curves.	Aggregate Length of Curved Lines—Miles.	Length of Straight Track—Miles.
Reno to Liegan.....	70	282	2,120	48.80

Working Divisions or Branches.	Profile.						
	Length of Level Track —Miles.	Ascending Grades.			Descending Grades.		
		Number	Sum of Ascents— Feet	Aggregate Length of Ascending Grades—Miles ..	Number	Sum of Descents— Feet	Aggregate Length of Descending Grades—Miles ..
Reno to Liegan	11.53	11	1,176	11.84	12	1,655	46.63

CHARACTERISTICS OF ROAD—Continued.

Maximum curve, 18 degrees.

Maximum grade, 105 feet per mile.

Bridges:

Wooden pile bridge, one length, 300 feet.

Trestles:

Aggregate length, 3,418 feet.

Gauge of track:

Three feet.

Telegraph.

Number of stations on all roads operated by this company in California, 2.

Number of stations on all roads owned by this company in California, 2.

DESCRIPTION OF ROAD.

	Date of Opening.
1. Date when the road or portions thereof were opened for public use:	
From Reno to Chat.....	Mar. 2, 1885.
From Chat to Campham	Mar. 1, 1888.
From Campham to Doyle.....	June 6, 1888.
From Doyle to Liegan	Sept. 10, 1888.

STATE OF NEVADA, }
County of Washoe. } ss.

E. Gest, Manager of the Nevada and California Railroad, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said road, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that, as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge; and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said road on the thirty-first day of December, 1888.

E. GEST.

Subscribed and sworn to before me, this twenty-ninth day of June, 1889.

H. L. FISH,
Notary Public.

VISALIA AND TULARE RAILROAD COMPANY.

HISTORY.

1. Name of common carrier making this report: Visalia and Tulare Railroad Company.
2. Date of organization: September 13, 1887.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Jasper Hanell	Visalia, California .....	.....
Joseph Goldman	Tulare, California .....	.....
V. D. Knapp	Visalia, California .....	.....
E. Jacobs	Visalia, California .....	.....
E. A. Braly	Tulare, California .....	.....
J. H. Thompson	Tulare, California .....	.....
Thos. Creighton	Visalia, California .....	.....

Number of stockholders at date of last election: 9.

Post Office address of general office: Visalia, California.

Post Office address of operating office: Tulare, California.

OFFICERS.

Title.	Name.	Location of Office.
President	Jasper Hanell .....	.....
Vice-President	Joseph Goldman .....	.....
Secretary	V. D. Knapp .....	.....
Treasurer	Bank of Visalia .....	.....

PROPERTY OPERATED.

Visalia to Tulare 11½ miles.

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.
Capital stock—1,000 shares common	\$100 00	\$40,000 00

FUNDED DEBT.

Amount issued and now outstanding \$50,000 00

RECAPITULATION.

Accounts.	Total Amounts.
Capital stock	\$40,000 00
Funded debt	50,000 00
Floating debt	10,000 00
Total	\$100,000 00

REPORT OF BOARD OF RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Items.	Total Cost to December 31, 1888.
Total construction	\$87,263 02
Total equipment	9,616 00

INCOME ACCOUNT.

Gross earnings from operation	\$4,351 55
Less operating expenses	763 50
Income from operation	\$3,588 05

EARNINGS FROM OPERATION.

Items.	Actual Earnings.
Total earnings—passenger and freight	\$4,351 55
Not kept separate.	

EMPLOYÉS AND SALARIES.

Class.	Number.
General officers	1
Enginemen	1
Firemen	1
Conductors	1
Section foremen	1
Other trackmen	3

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Average receipts per passenger, 50 cents for $11\frac{1}{2}$ miles.

Average freight receipts per mile, $12\frac{1}{2}$ cents for 100 pounds.

DESCRIPTION OF EQUIPMENT.

	Total Number at End of Year.
Locomotives	1
Cars in passenger service:	
First class passenger cars	2
Cars in freight service:	
Flat cars	1

MILEAGE OF ROAD OPERATED.

Line in Use.	Rails—Steel.
Length of single track	$11\frac{1}{2}$

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Wood—Cords.
Construction.....	100

Average cost at distributing point, \$4 per cord.

CHARACTERISTICS OF ROAD.

Trestles:

Aggregate length, 60 feet.

Gauge of track:

4 feet 8½ inches.

Telegraph.

Number of stations on all roads operated by this company in California, 2.

DESCRIPTION OF ROAD.

Date of opening, October 22, 1888.

STATE OF CALIFORNIA, }
County of Tulare. } ss.

V. D. Knapps, Secretary of the Visalia and Tulare Railroad Company, being duly sworn, deposes and says, that the statements, tables, and answers contained in the foregoing thirty-four sheets have been compiled and prepared by the proper officers of said company, from its books and records, under his direction and supervision; that he, the deponent, has carefully examined the same, and that as now furnished by him to the Board of Railroad Commissioners, they are, in all respects, just, correct, complete, and true, to the best of his knowledge; and, as he verily believes, the same contain a true and full exhibit of the condition and affairs of said company on the thirty-first day of December, 1888.

V. D. KNAPPS.

Subscribed and sworn to before me, this tenth day of October, 1889.

D. O. ANDERSON,
Notary Public.

PART VI.

Act establishing Interstate Commerce Commission. Interstate Commerce Commission. Abstracts of Laws of States Creating Railroad Commission, showing Powers and Duties.

AN ACT TO REGULATE COMMERCE.

[As amended March 2, 1889.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of this Act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment, from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or in the District of Columbia, or from any other place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country; *provided, however,* that the provisions of this Act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

The term "railroad" as used in this Act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

SEC. 2. That if any common carrier subject to the provisions of this Act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this Act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

SEC. 3. That it shall be unlawful for any common carrier subject to the provisions of this Act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality,

or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Every common carrier subject to the provisions of this Act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this Act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this Act to charge and receive as great compensation for a shorter as for a longer distance; *provided, however*, that upon application to the Commission appointed under the provisions of this Act, such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this Act.

SEC. 5. That it shall be unlawful for any common carrier subject to the provisions of this Act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

SEC. 6. (*Amended.*) That every common carrier subject to the provisions of this Act shall print and keep open to public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its route. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force, and shall also state separately the terminal charges, and any rules or regulations which in any wise change, affect, or determine any part or the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, and copies for the use of the public shall be posted in two public and conspicuous places, in every depot, station, or office of such carrier where passengers or freight, respectively, are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected.

Any common carrier subject to the provisions of this Act receiving freight in the United States to be carried through a foreign country to any place in the United States, shall also in like manner print and keep open to public inspection, at every depot or office where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the for-

foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this Act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

No advance shall be made in the rates, fares, and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept open to public inspection. Reductions in such published rates, fares, or charges shall only be made after three days' previous public notice, to be given in the same manner that notice of an advance in rates must be given.

And when any such common carrier shall have established and published its rates, fares, and charges in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect, or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedules of rates, fares, and charges as may at the time be in force.

Every common carrier subject to the provisions of this Act shall file with the Commission, hereinafter provided for, copies of its schedules of rates, fares, and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said Commission of all changes made in the same. Every such common carrier shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this Act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said Commission. Such joint rates, fares, and charges on such continuous lines so filed as aforesaid shall be made public by such common carriers when directed by said Commission, in so far as may, in the judgment of the Commission, be deemed practicable; and said Commission shall from time to time prescribe the measure of publicity which shall be given to such rates, fares, and charges, or to such part of them as it may deem it practicable for such common carriers to publish, and the places in which they shall be published.

No advance shall be made in joint rates, fares, and charges shown upon joint tariffs, except after ten days' notice to the Commission, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect. No reduction shall be made in joint rates, fares, and charges, except after three days' notice, to be given to the Commission, as is above provided in the case of an advance of joint rates. The Commission may make public such proposed advances, or such reductions, in such manner as may, in its judgment, be deemed practicable, and may prescribe from time to time

the measure of publicity which common carriers shall give to advances or reductions in joint tariffs.

It shall be unlawful for any common carrier, party to any joint tariff, to charge, demand, collect, or receive from any person or persons a greater or less compensation for the transportation of persons or property, or for any services in connection therewith, between any points as to which a joint rate, fare, or charge is named thereon, than is specified in the schedule filed with the Commission in force at the time.

The Commission may determine and prescribe the form in which the schedules required by this section to be kept open to public inspection shall be prepared and arranged, and may change the form from time to time as shall be found expedient.

If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares, and charges, as provided in this section, or any part of the same, such common carrier shall, in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be issued by any Circuit Court of the United States in the judicial district wherein the principal office of said common carrier is situated, or wherein such offense may be committed, and if such common carrier be a foreign corporation in the judicial circuit wherein such common carrier accepts traffic and has an agent to perform such service, to compel compliance with the aforesaid provisions of this section; and such writ shall issue in the name of the people of the United States, at the relation of the Commissioners appointed under the provisions of this Act; and that the failure to comply with its requirements shall be punishable as and for a contempt; and the said Commissioners, as complainants, may also apply, in any such Circuit Court of the United States, for a writ of injunction against such common carrier, to restrain such common carrier from receiving or transporting property among the several States and Territories of the United States, or between the United States and adjacent foreign countries, or between ports of transshipment and of entry and the several States and Territories of the United States, as mentioned in the first section of this Act, until such common carrier shall have complied with the aforesaid provisions of this section of this Act.

SEC. 7. That it shall be unlawful for any common carrier subject to the provisions of this Act to enter into any combination, contract, or agreement, expressed or implied, to prevent, by change of time schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this Act.

SEC. 8. That in case any common carrier subject to the provisions of this Act shall do, cause to be done, or permit to be done, any act, matter, or thing in this Act prohibited or declared to be unlawful, or shall omit to do any act, matter, or thing in this Act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this Act, together with a reasonable counsel or attorney's fee, to be fixed by the Court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

SEC. 9. That any person or persons claiming to be damaged by any common carrier subject to the provisions of this Act may either make complaint to the Commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this Act, in any District or Circuit Court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the Court before which the same shall be pending may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 10. (*Amended.*) That any common carrier subject to the provisions of this Act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or employed by such corporation, who, alone or with any other corporation, company, person, or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter, or thing in this Act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter, or thing in this Act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this Act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this Act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any District Court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed five thousand dollars for each offense; *provided*, that if the offense for which any person shall be convicted as aforesaid shall be an unlawful discrimination in rates, fares, or charges, for the transportation of passengers or property, such person shall, in addition to the fine hereinbefore provided for, be liable to imprisonment in the penitentiary for a term of not exceeding two years, or both such fine and imprisonment, in the discretion of the Court.

Any common carrier subject to the provisions of this Act, or, whenever such common carrier is a corporation, any officer or agent thereof, or any person acting for or employed by such corporation, who, by means of false billing, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and willfully assist, or shall willingly suffer or permit, any person or persons to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any Court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the Court, for any offense.

Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to

the provisions of this Act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any Court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the Court.

If any such person, or any officer or agent of any such corporation or company, shall, by payment of money or other thing of value, solicitation, or otherwise, induce any common carrier subject to the provisions of this Act, or any of its officers or agents, to discriminate unjustly in his, its, or their favor as against any other consignor or consignee in the transportation of property, or shall aid or abet any common carrier in any such unjust discrimination, such person or such officer or agent of such corporation or company shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any Court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the Court, for each offense; and such person, corporation, or company shall also, together with said common carrier, be liable, jointly or severally, in an action on the case to be brought by any consignor or consignee discriminated against in any Court of the United States of competent jurisdiction for all damages caused by or resulting therefrom.

SEC. 11. That a Commission is hereby created and established to be known as the Interstate Commerce Commission, which shall be composed of five Commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The Commissioners first appointed under this Act shall continue in office for the term of two, three, four, five, and six years, respectively, from the first day of January, anno Domini eighteen hundred and eighty-seven, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the Commissioner whom he shall succeed. Any Commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. Not more than three of the Commissioners shall be appointed from the same political party. No person in the employ of or holding any official relation to any common carrier subject to the provisions of this Act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said Commissioners shall not engage in any other business, vocation, or employment. No vacancy in the Commission shall impair the right of the remaining Commissioners to exercise all the powers of the Commission.

SEC. 12. (*Amended.*) That the Commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this Act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete

information necessary to enable the Commission to perform the duties and carry out the objects for which it was created; and the Commission is hereby authorized and required to execute and enforce the provisions of this Act; and, upon the request of the Commission, it shall be the duty of any District Attorney of the United States to whom the Commission may apply to institute in the proper Court and to prosecute under the direction of the Attorney-General of the United States, all necessary proceedings for the enforcement of the provisions of this Act and for the punishment of all violations thereof; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the Courts of the United States; and for the purposes of this Act the Commission shall have power to require, by subpoena, the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, and in case of disobedience to a subpoena, the Commission, or any party to a proceeding before the Commission, may invoke the aid of any Court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and documents under the provisions of this section.

And any of the Circuit Courts of the United States within the jurisdiction of which such inquiry is carried on may, in case of contumacy or refusal to obey a subpoena issued to any common carrier subject to the provisions of this Act, or other person, issue an order requiring such common carrier or other person to appear before said Commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the Court may be punished by such Court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this Act in contravention of the provisions thereof, may apply to said Commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the Commission to investigate the matters complained of in such manner and by such means as it shall deem proper.

Said Commission shall in like manner investigate any complaint forwarded by the Railroad Commissioner or Railroad Commission of any State or Territory, at the request of such Commissioner or Commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made.

No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

SEC. 14. (*Amended.*) That whenever an investigation shall be made by said Commission, it shall be its duty to make a report in writing in

respect thereto, which shall include the findings of fact upon which the conclusions of the Commission are based, together with its recommendation as to what reparation, if any, should be made by the common carrier to any party or parties who may be found to have been injured; and such findings so made shall thereafter, in all judicial proceedings, be deemed prima facie evidence as to each and every fact found.

All reports of investigations made by the Commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of.

The Commission may provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the reports and decisions of the Commission therein contained, in all Courts of the United States, and of the several States, without any further proof or authentication thereof. The Commission may also cause to be printed for early distribution its annual reports.

Sec. 15. That if in any case in which an investigation shall be made by said Commission it shall be made to appear to the satisfaction of the Commission, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this Act, or of any law cognizable by said Commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved, in consequence of any such violation, it shall be the duty of the Commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation, or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the Commission; and if, within the time specified, it shall be made to appear to the Commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the Commission, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the Commission, and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.

Sec. 16. (*Amended.*) That whenever any common carrier, as defined in and subject to the provisions of this Act, shall violate or refuse or neglect to obey or perform any lawful order or requirement of the Commission created by this Act, not founded upon a controversy requiring a trial by jury, as provided by the seventh amendment to the Constitution of the United States, it shall be lawful for the Commission or for any company or person interested in such order or requirement, to apply in a summary way, by petition, to the Circuit Court of the United States, sitting in equity in the judicial district in which the common carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience as the case may be; and the said Court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the Court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents, or servants, in such manner as the Court shall direct; and said Court shall proceed to hear and determine the matter speedily as a Court of equity, and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such Court shall have power, if it think fit, to direct and prosecute, in such mode and by

such persons as it may appoint, all such inquiries as the Court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the findings of fact in the report of said Commission shall be prima facie evidence of the matters therein stated; and if it be made to appear to such Court, on such hearing or on report of any such person or persons, that the lawful order or requirement of said Commission drawn in question has been violated or disobeyed, it shall be lawful for such Court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said Commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such Court to issue writs of attachment, or any other process of said Court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more of the directors, officers, or agents of the same, or against any owner, lessee, trustee, receiver, or other person failing to obey such writ of injunction, or other proper process, mandatory or otherwise; and said Court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of five hundred dollars for every day, after a day to be named in the order, that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable as the Court shall direct, either to the party complaining or into Court, to abide the ultimate decision of the Court, or into the Treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such Court. When the subject in dispute shall be of the value of two thousand dollars or more, either party to such proceeding before said Court may appeal to the Supreme Court of the United States, under the same regulations now provided by law in respect of security for such appeal; but such appeal shall not operate to stay or supersede the order of the Court or the execution of any writ or process thereon; and such Court may, in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented by the Commission it shall be the duty of the District Attorney, under the direction of the Attorney-General of the United States, to prosecute the same; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the Courts of the United States.

If the matters involved in any such order or requirement of said Commission are founded upon a controversy requiring a trial by jury, as provided by the seventh amendment to the Constitution of the United States, and any such common carrier shall violate or refuse or neglect to obey or perform the same, after notice given by said Commission as provided in the fifteenth section of this Act, it shall be lawful for any company or person interested in such order or requirement to apply in a summary way by petition to the Circuit Court of the United States sitting as a Court of law in the judicial district in which the carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience as the case may be; and said Court shall by its order then fix a time and place

for the trial of said cause, which shall not be less than twenty nor more than forty days from the time said order is made, and it shall be the duty of the Marshal of the district in which said proceeding is pending to forthwith serve a copy of said petition, and of said order, upon each of the defendants, and it shall be the duty of the defendants to file their answers to said petition within ten days after the service of the same upon them as aforesaid. At the trial the findings of fact of said Commission as set forth in its report shall be prima facie evidence of the matters therein stated, and if either party shall demand a jury or shall omit to waive a jury the Court shall, by its order, direct the Marshal forthwith to summon a jury to try the cause; but if all the parties shall waive a jury in writing, then the Court shall try the issues in said cause and render its judgment thereon. If the subject in dispute shall be of the value of two thousand dollars or more either party may appeal to the Supreme Court of the United States under the same regulations now provided by law in respect to security for such appeal; but such appeal must be taken within twenty days from the day of the rendition of the judgment of said Circuit Court. If the judgment of the Circuit Court shall be in favor of the party complaining, he or they shall be entitled to recover a reasonable counsel or attorney's fee, to be fixed by the Court, which shall be collected as part of the costs in the case. For the purposes of this Act, excepting its penal provisions, the Circuit Court of the United States shall be deemed to be always in session.

SEC. 17. (*Amended.*) That the Commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the Commission shall constitute a quorum for the transaction of business; but no Commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said Commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the Courts of the United States. Any party may appear before said Commission and be heard, in person or by attorney. Every vote and official act of the Commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said Commission shall have an official seal, which shall be judicially noticed. Either of the members of the Commission may administer oaths and affirmations and sign subpoenas.

SEC. 18. (*Amended.*) That each Commissioner shall receive an annual salary of seven thousand five hundred dollars, payable in the same manner as the Judges of the Courts of the United States. The Commission shall appoint a Secretary, who shall receive an annual salary of three thousand five hundred dollars, payable in like manner. The Commission shall have authority to employ and fix the compensation of such other employes as it may find necessary to the proper performance of its duties. Until otherwise provided by law, the Commission may hire suitable offices for its use, and shall have authority to procure all necessary office supplies. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the Courts of the United States.

All of the expenses of the Commission, including all necessary expenses for transportation incurred by the Commissioners, or by their employes under their orders, in making any investigation, or upon official business in any other places than the City of Washington, shall be allowed and paid on the presentation of itemized vouchers therefor approved by the Chairman of the Commission.

SEC. 19. That the principal office of the Commission shall be in the City of Washington, where its general sessions shall be held; but whenever the convenience of the public or of the parties may be promoted, or delay or expense prevented thereby, the Commission may hold special sessions in any part of the United States. It may, by one or more of the Commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this Act.

SEC. 20. That the Commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this Act, to fix the time and prescribe the manner in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the Commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises, and equipments; the number of employes and the salaries paid each class; the amounts expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts with other common carriers, as the Commission may require; and the said Commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this Act, prescribe (if in the opinion of the Commission it is practicable to prescribe such uniformity and methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this Act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

SEC. 21. (*Amended.*) That the Commission shall, on or before the first day of December in each year, make a report, which shall be transmitted to Congress, and copies of which shall be distributed as are the other reports transmitted to Congress. This report shall contain such information and data collected by the Commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the Commission may deem necessary; and the names and compensation of the persons employed by said Commission.

SEC. 22. (*Amended.*) That nothing in this Act shall prevent the carriage, storage, or handling of property free or at reduced rates for the United States, State, or municipal government, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies, and the necessary agents employed in such transportation, or the issuance of mileage, excursion, or commutation passenger tickets; nothing in this Act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to municipal governments for the transportation of indigent persons, or to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers' and Sailors' Orphan Homes, including those about to enter and those returning home after discharge, under arrangements with the Boards of managers of said

Homes; nothing in this Act shall be construed to prevent railroads from giving free carriage to their own officers and employes, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes; and nothing in this Act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this Act are in addition to such remedies; *provided*, that no pending litigation shall in any way be affected by this Act.

(*New section.*) That the Circuit and District Courts of the United States shall have jurisdiction upon the relation of any person or persons, firm, or corporation, alleging such violation by a common carrier, of any of the provisions of the Act to which this is a supplement and all Acts amendatory thereof, as prevents the relator from having interstate traffic moved by said common carrier at the same rates as are charged, or upon terms or conditions as favorable as those given by said common carrier for like traffic under similar conditions to any other shipper, to issue a writ or writs of mandamus against said common carrier, commanding such common carrier to move and transport the traffic, or to furnish cars or other facilities for transportation for the party applying for the writ; *provided*, that if any question of fact as to the proper compensation to the common carrier for the service to be enforced by the writ is raised by the pleadings, the writ of peremptory mandamus may issue, notwithstanding such question of fact is undetermined, upon such terms as to security, payment of money into the Court, or otherwise, as the Court may think proper, pending the determination of the question of fact; *provided*, that the remedy hereby given by writ of mandamus shall be cumulative, and shall not be held to exclude or interfere with other remedies provided by this Act or the Act to which it is a supplement.

INTERSTATE COMMERCE COMMISSION.

HON. THOMAS M. COOLEY, of Michigan, Chairman.

HON. WILLIAM R. MORRISON, of Illinois.

HON. AUGUSTUS SCHOONMAKER, of New York.

HON. ALDACE F. WALKER, of Vermont.

HON. WALTER L. BRAGG, of Alabama.

EDWARD A. MOSELEY, Secretary.

ABSTRACTS OF LAWS OF OTHER STATES CREATING RAILROAD COMMISSIONERS, SHOWING THEIR POWERS AND DUTIES.

Herewith will be found a synoptical statement of the laws of States relating to Railroad Commissioners.

Railroad Commissions exist in thirty-one States and Territories, the provisions of law relating to the general duties and powers of which are of the same general tenor. In some, however, the power of the Commissioners over the subject of rates of charges for transportation of persons and property is greater than in others.

ALABAMA.

The law provides for three Commissioners, whose duty it is to examine all the railroads in the State as often as they deem proper. They have access to any and all books and papers of any railroad company in the State, and they may make such recommendations in respect to repairs upon any railroad, and the adoption of such rules and regulations, as in their judgment will promote the public safety and interest. All tariffs must be submitted to them for examination, and if need be, revision, and they recommend such changes therein as they deem proper. The certificate of the Commissioners certifying their approval of a tariff of rates is made *prima facie* evidence that such rates are not extortionate.

Unjust discrimination, or the charge of more than a just compensation (the facts being determined by a jury), is pronounced extortion, for which damages may be recovered.

Special rates may be given for the purpose of assisting in the development of any industrial enterprise. Railroads whose net earnings otherwise would not amount to a fair and just return on their value, may charge rates which under other circumstances would be excessive.

CALIFORNIA.

The Commissioners are elected in this State, who derive their powers from the Constitution, which provides: "The Commissioners shall have the power, and it is their duty, to establish rates of charges for the transportation of passengers and freight; to examine the books, records, and papers of all transportation companies, and for this purpose they shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroads and all other transportation companies; to send for persons and papers, to administer oaths, take testimony, and punish for contempt of their orders and processes in the same manner and to the same extent as Courts of record, and enforce their decisions and correct abuses through the medium of the Courts. They shall prescribe a uniform system of accounts to be kept by all such corporations and companies, and establish rates of fares and freights. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates, or keep their accounts in accordance with the system prescribed by the Railroad Commissioners, shall be fined not exceeding twenty thousand dollars

for each offense. In all controversies, civil or criminal, the rates of fares and freights established by said Commission shall be deemed conclusively just and reasonable."

The law further provides, that "When jurisdiction is, by the Constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect is also conferred upon said Board; and when, in the exercise of jurisdiction within the purview of the authority conferred on said Board by the Constitution, the course of proceeding is not specifically pointed out, any suitable process or mode of proceeding may be adopted by the Board which may appear most conformable to the spirit of the Constitution."

Discrimination in charges and facilities of transportation between persons and places is forbidden.

The Commission is required to report annually to the Governor.

CONNECTICUT

Has, also, three Commissioners, whose powers extend to the following subject-matter: General supervision of railroads in the State. It examines the roads, equipments, and books at least twice a year. The Commission has the power to issue a certificate to the effect that a road is in a safe and suitable condition; until which time, and the giving of such certificate, no part of any railroad can be opened for public travel. The location of tracks, bridges, signals, etc., is subject to the approval of the Commissioners, and also the abandonment of stations, or the issuing of extra stock by any railroad company.

The railroad companies are required to make annual returns to the General Assembly. They have power to summon and examine witnesses under oath.

GEORGIA.

Three Commissioners are appointed in this State. The Commissioners are required to make for each railroad doing business in the State a schedule of just and reasonable rates, and to revise the same as often as may be necessary. They also have the power to investigate the books of the companies, and to make other examinations, for the purpose of ascertaining whether there have been any violations of the rules and regulations against unjust discriminations. All agreements between companies as to rates of transportation, or in respect to a division of earnings by competing roads, shall be submitted to the Commissioners for examination and approval, and any agreement not approved by them, or which provides for rates exceeding those fixed, is declared illegal and void. Penalties are provided against violations of the rules and orders of the Board, which are prosecuted by the Attorney-General. Freights which come from, or go beyond, the boundaries of the State, are excepted from the jurisdiction of the Commission.

ILLINOIS.

Three Commissioners are appointed in this State, whose duties require them to examine into the condition and management and all other matters pertaining to the operation of railroads and the business warehouses, and to prosecute any violation by them of State laws.

The railroads operating in the State are required to make annual returns of their business for the preceding year to the Board, in accordance with forms prescribed by the Legislature; also the manager of every public

warehouse in the State is required by law to submit to the Board, whenever required to do so, a written and sworn statement, showing the condition and management of his business.

The Commissioners were directed by the Act of May 2, 1873, to make for each of the railroads doing business in the State a schedule of reasonable maximum rates for the transportation of freights, passengers, and cars, which schedule should be taken in all Courts as *prima facie* evidence that the rates prescribed therein are not extortionate.

IOWA

Has three Commissioners, who are given general supervision over all railroads in the State operated by steam. They have the power to require, whenever in their judgment the public safety or convenience may show it to be necessary, any improvements or repairs upon any railroad. It is their duty to investigate all charges of extortion and unjust discrimination, and to order the correction of any abuse by parties operating railroads. They prescribe the forms in which railroad companies make their returns to them of their annual business, and the Commissioners report to the Legislature.

They have the power to stop the running of trains over any bridge deemed by them unsafe, if the company, after having been notified of its condition by the Board, neglects to repair it.

KANSAS

Has three Commissioners, who are intrusted with the general supervision of all railroads in the State operated by steam, and all other corporations doing business as common carriers.

It is made the duty of the Commissioners to examine, from time to time, the condition of each railroad in the State and its equipment, and to notify, in writing, the persons operating any such road of any repairs to its road, or any additions to or change of its station houses, or additions to its rolling stock, or any changes in its rates for transporting freight, or in the mode of operating its road and conducting its business, that they may deem desirable or necessary, in order to promote the security, convenience, and accommodation of the public.

They may also inquire into any neglect or failure of any such corporation to comply with the terms of its charter or the laws of the State, and take measures for the correction of the same.

They have the power to investigate charges, extortion, unjust or unreasonable charges, and unjust discrimination by any railroad company, and require the correction of any abuse of the kind; also to require, upon complaint made by the Mayor and Council of any city, or the Trustees of any township through which any part of a railroad may run, a modification of any freight rates deemed by them unreasonable or extortionate, and they have the power to decide what is a reasonable charge and rate, which decision establishes *prima facie* the reasonableness of such rate or charge.

The Commissioners have the power to examine the books, papers, and documents of any railroad company, and to examine, under oath or otherwise, any of the officers, Directors, or employes of the same; to issue subpoenas, administer oaths, and punish for contempt of their orders and process.

All railroad companies are required to make annual reports to the Board in such forms as the latter shall prescribe, and the Board reports annually to the Governor.

MAINE.

The law provides for three Commissioners, whose duty it is to make annual examinations of railroad tracks, rolling stock, bridges, etc., of all railroads within the State, and to give a certificate of the condition of the road to the clerk of each company, which certificate is by him filed in the office of the Secretary of State before the first day of December.

They have the power to order, in writing, any railroad company to repair its road, and to reduce the speed of its trains until such repairs are made, and to prosecute any company failing to make them.

They also possess the power, upon complaint of any interested and responsible party that a railroad charges unreasonably high rates, after due notice and hearing, to revise and establish rates for a time not exceeding one year.

Also, in case of the failure of the managers of connecting lines to agree upon joint rates of transportation, the Commissioners may establish them.

The Commissioners may, from time to time, call upon the managers for such information as they may require; and the Board makes an annual report to the Governor of their official doings, with such facts as they may deem of public interest.

MASSACHUSETTS

Has three Commissioners. They have general supervision over all railroads and street railways in the State, which they are required to examine as often as necessary to keep themselves informed as to their condition and the manner in which they are operated with reference to the public safety and convenience. They are also to see that the several corporations of the State comply with the terms of their charters and the laws of the Commonwealth, and in the case of the violation of either, to give notice to the corporation in fault, and if such neglect or violation continues after such notice, to report the same to the Attorney-General for such action as he may deem expedient.

It is made the duty of the Board, whenever it deems that repairs are necessary on any railroad, or that an addition to its rolling stock, or an addition to or change of its station or station houses, or a change in its rates of fares for transporting freight or passengers, or in the mode of operating its road and conducting its business, is reasonable and expedient in order to promote the security, convenience, and accommodation of the public, to inform the corporation of the improvements and changes it considers to be proper. The official action of the Board in respect to examining the condition and operation of any railroad may be invoked with like effect by the Mayor and Aldermen of a city or Selectmen of a town, upon complaint to the Board. The Board has the power to summon witnesses, take testimony, and administer oaths; also, to examine the books and accounts of all corporations operating railroads, and see that the same are kept upon a uniform system prescribed by the Board. They may also be required by a Director, or by any person owning one fifth part of the paid in capital stock of a railroad or street railway company, upon request in writing, to examine the books and financial condition of such corporation, and make the result of such examination public.

The Board may also fix the route of a railroad in a city or town when the city or town authorities can not agree with the Directors concerning it. No railroad can be open for public use until the Board has examined it and certified to its safe condition.

The Board makes an annual report of its doings to the Legislature,

including such facts and explanations as will disclose the actual workings of the system of railroad transportation in the State. They prescribe the forms of annual returns to be made by the railroad companies, and include statistics prepared from them in their report.

MICHIGAN.

The law provides for one Commissioner. It is his duty to examine into the condition and management of railroads, and their business within the State; to inspect the tracks, bridges, and other structures, and to require the same to be repaired whenever deemed necessary, and to this end he may wholly stop the running of trains over defective tracks and bridges.

Each railroad company is required to furnish him with a sworn statement of the condition of its affairs at the close of each calendar year, and such other information as he may demand. He calls upon them for monthly statements of their earnings, and prescribes a uniform system of accounts for use by all railroad companies doing business in the State.

The amount of tax due annually from each company is computed by him, and the amount certified to the Auditor-General.

He prosecutes companies violating the laws of the State, and makes an official report annually to the Legislature.

MINNESOTA

Has one Commissioner, whose duty it is to examine into any neglect or violation of the laws of the State by railroad companies doing business therein. Also, to examine and inspect the condition of each road, and the manner of its conduct and management with reference to the public safety and interest.

Unjust discrimination and extortionate charges are declared unlawful. The Commissioner has the power to examine any books, papers, or documents of any railroad corporation, or to interrogate any of its officers; to issue subpoenas, administer oaths, and examine witnesses. Railroad companies are required to make annual returns to him in such form as he may prescribe, and the Commissioner makes his annual report to the Governor, containing such facts and explanations as will disclose the actual workings of the system of railroad transportation in the State, and its relation to the general business and prosperity of its citizens, together with such suggestions and recommendations in respect thereto as may seem appropriate.

MISSOURI

Has three Commissioners, to whom the railroad companies doing business in the State transmit their annual reports. The Commissioners may classify certain freight, and, whenever in their judgment it can be equitably done, may reduce rates on any railroad or part thereof, either generally or in special classes. It is their duty to examine the condition of the several railroads of the State as often as they may deem it necessary, and whenever they have reasonable grounds to believe, whether complaint be made or not, that any of the tracks, bridges, or other structures of any railroads in the State are in a condition which render any of them dangerous or unfit for the transportation of passengers over them with reasonable safety, to examine the same, and order the necessary repairs to be made thereon, and to direct the speed of trains until repairs are made. The Commissioners may wholly stop the running of trains over defective tracks, bridges,

etc., until they are put into proper repair, and heavy penalties are incurred for disobeying the orders of the Commissioners.

The decision of the Commissioners in respect to rates is binding on the railroad companies, and penalties are imposed for charging higher rates.

NEW HAMPSHIRE.

Three Commissioners exist in this State, who have general supervision over all railroads, examine them, and keep informed as to their condition and management, and see that the companies conform to the terms of their charters and the laws of the State, either reporting violations to the Attorney-General, or instituting corrective proceedings themselves, as they deem most appropriate.

The Commissioners have power to prescribe a uniform system of accounts for the different railroads, and also the forms in which annual returns are to be made to them.

Also, to establish maximum tables of transportation charges, both passenger and freight. They may also require any railroad company to make repairs to its road, additions to its rolling stock, changes in its rates or mode of operating its road and conducting its business, whenever the same is necessary to promote the public security and convenience.

NEW YORK

Has three Commissioners. They have the power to administer oaths in all matters relating to their duties. They are given the general supervision of railroads so far as the same respects their duties and functions, and it is their duty to examine them and keep informed as to their condition and manner of operation, with reference to the public security and convenience. They are also to see that the several corporations comply with their charters and the laws of the State; to investigate the causes of accidents which result in the loss of life or other personal injury.

Whenever, in the judgment of the Railroad Commissioners, any railroad company is in fault, either in violating any provision of law, or the terms of its charter, or unjustly discriminates in its charges for services, or refuses to obey any of the laws of the State, or comply with the recommendations of the Board of Railroad Commissioners, notice, in writing, is given by the Board to the company in fault of the subject-matter of complaint, and if such violation or neglect is continued after such notice, the Board may at once present the fact to the Attorney-General for his action, or may take such proceedings thereon themselves as will afford protection to public interests.

Whenever it shall appear to the said Board, after a personal examination of the same, and notice of such examination given to the company interested, that repairs are necessary upon any railroad within the State, or additions are needed to the rolling stock, or any additions to or change in the station houses of any company, or that additional terminal facilities ought to be afforded, or that any change in the rates for transporting passengers or freight, or any change in the mode of operating its road and conducting its business, is necessary in order to promote the public security and accommodation, the Board in like manner give notice to the corporation concerned of the improvements, repairs, or changes desired, and if, after a full hearing, such corporation neglects to comply with the orders or recommendations of the Board, the facts of such non-compliance are laid before the Attorney-General for his action, and also embodied in the annual report of the Board to the Legislature.

The Commissioners prescribe the forms in which the railroad companies make their returns to them, and the Board report annually to the Legislature their doings, with such facts, statements, and explanations as will serve to throw light upon the question of railroad transportation, and its relations to the business and prosperity of the State.

OHIO

Has a Commissioner of Railroads and Telegraph, who is invested with general supervisory powers over the same. It is his duty to examine them as often as may be necessary to keep informed of their condition. Whenever he has reasonable grounds to believe, either on complaint or otherwise, that any of the tracks, bridges, or other structures of any railroad in the State are in a condition rendering them dangerous or unfit for use in the transportation of passengers, it is his duty to inspect the same, and if found unsafe, to notify the company affected to make such repairs as are deemed necessary, and may prescribe the speed of trains, or cause them to stop running altogether, over the defective track or bridge until it is repaired.

He has the power to issue subpoenas, administer oaths, and to examine witnesses, and to call upon all railroad companies operating a railroad in the State to furnish him with copies of all leases, contracts, and agreements with express, sleeping car, freight, or rolling stock companies, or other companies doing business upon, or in connection with, such road. It is his duty to examine into the causes of all fatal railroad accidents, and report annually to the Governor the affairs and condition of all railroads and telegraph lines in the State.

RHODE ISLAND

Has one Railroad Commissioner of very limited powers. The law provides that he shall be informed of any railroad accident occurring, and shall then examine into the cause of the same. He shall, whenever he shall deem it expedient, personally examine into the proceedings of any railroad corporation established in the State, and report to the General Assembly, from time to time, whether such facilities and accommodations as are required by law are furnished, and all other acts and doings of such corporations by which the rights of the State or any of its citizens are affected.

Said Commissioner may, on application of the authorities of any town, and after due hearing, require a company to alter the grade of a highway crossing its road, so that said highway shall pass over or under said railroad.

The companies report to the Commissioner such facts as he may require, and the latter reports annually to the General Assembly.

SOUTH CAROLINA.

The law provides for three Commissioners, who are intrusted with the general supervision of railroads in the State operated by steam, and whose duty it is to examine the same, and keep informed of their condition, and the manner in which they are operated with reference to the public safety and accommodation, and may order such repairs to tracks, bridges, etc., as they may deem the public safety and interest require. They may establish reasonable rates for transportation of freight upon railroads. All pooling contracts must be submitted to them for inspection and approval. They have power to examine books, papers, and documents

belonging to any railroad company, and to issue subpoenas for the attendance of witnesses. All railroad companies report to them, and they to the Legislature.

TENNESSEE.

The Board of Railroad Commissioners in this State is composed of three members.

They have power to examine and revise tariffs, and to hear and investigate complaints and to take such action thereon as may be necessary to correct abuses.

The rates fixed by the Commissioners are made *prima facie* evidence of their reasonableness, and rates found by a jury to be extortionate, subject the railroad company to ten times the amount of the actual damages sustained, unless the rates so adjudged extortionate have been approved by the Commissioners, in which case actual damages only are recoverable.

(This last provision of the law has since been declared invalid by the Circuit Court of the United States for Tennessee. Among other elements of viciousness contained in the provision was the one that gave to every jury in every county through which a railroad should run the power to make a tariff for the road—an ingenious device for breaking down all tariffs.)

The law requires the Commission to inspect railroads, to ascertain their condition and mode of operation, to investigate all accidents occurring on them, and require such repairs to be made as may be necessary to promote the public security, and such changes in the mode of operation as the public accommodation demands. The Commission is invested with the right to examine stock books of railroad companies, and with power to confer with Commissioners of other States, with a view to securing uniformity of laws relating to railroads.

(The provision stated in the last paragraph has also been declared unconstitutional by the United States Circuit Court for Tennessee, on the ground that it sought to confer upon the State Board power to regulate rates upon interstate commerce.)

All railroads in process of building, or which should thereafter be constructed in the State, are exempted by law from the operation of the Act until ten years after the completion of such new railroad. The Commission report annually to the Legislature.

VERMONT

Has one Commissioner of Railroads, whose duty it is to report biennially to the Government any neglect or infringement of the laws for the regulation of railroads by officers, employes, or agents of such road; the condition of each railroad, and its management and operation as they respect the public safety; the financial management of the roads, and pecuniary condition of each company for each of the two preceding years; and, also, any additional laws which, in his opinion, should be adopted for the regulation of railroads.

The Commissioner may establish a uniform system of keeping railroad accounts, and also the forms in which companies operating in the State make returns to him.

VIRGINIA

Has one Commissioner, who has general supervision of all railroads in the State. It is his duty to examine them as often as may be necessary, to

keep himself informed of their physical condition, and the manner in which they are operated. Also, to see that railroad companies comply with the terms of their charters and the laws of the State, and report any violation of either to the Board of Public Works.

Whenever, in his judgment, repairs to road, bridges, etc., are needed, or additions are deemed expedient and reasonable to promote the convenience and accommodation of the public, it is his duty to inform the corporation interested of the nature of such repairs or additions; and upon failure to adopt the Commissioner's requirements, he reports such failure to the authority above referred to.

It is also his duty to examine the condition of any road whenever complaint is made by any city, county, or town authority, and to require, if the cause of complaint exist, such action on the part of the railroad company as will remove the grievance.

The Legislature prescribes the forms in which railroad companies make their annual returns to the Commissioner; and he is required to report annually to the Legislature such statements, statistics, and facts as will disclose the actual workings of the system of railroad transportation in its relations and bearings upon the business and prosperity of the State. He is to investigate all railroad accidents, and report the same in his annual report.

WISCONSIN

Has one Railroad Commissioner, who is given general powers of supervision over railroads in the State, and whose duty it is to inspect and examine the condition of each road in the State, and its equipment, and the manner in which the same are managed and operated, with reference to the safety, convenience, and accommodation of the public. It is also his duty to examine and ascertain the pecuniary condition and financial management of such railroads. He is also required to inquire into any neglect to comply with any legal provision pertaining to railroads, or violation of the laws of the State; and upon complaint of any citizen of the State complaining of any violation of a State law by a railroad corporation, specifying the acts complained of, the Commissioner is required to investigate the same; and if he shall find the cause of the complaint to exist, he may report the fact to the Attorney-General for appropriate action of that officer. He is required to ascertain from each railroad company operating in the State, from statements furnished him by them, their receipts, earnings, expenses, and indebtedness, which are forwarded to the State Treasurer, and he is also required to report annually to the Governor.

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